



**LIBRARY**  
**OHIO STATE UNIVERSITY**







**MISSING ISSUES**

Title: Japan; overseas travel magazine

Volume: 10

Year: 1920-1921

Issue(s) Missing: no. 4, 6-12



LIBRARY  
OF THE  
VERMONT

Oct 1928

44 (7-10)

DOBB  
03  
S.10

J  
A  
P  
A  
N



日本

Ship Ticket Dept.

ION TRUST COMPANY

Digitized by Google

Original from  
THE OHIO STATE UNIVERSITY



# DIRECT ORIENTAL SERVICE

Our foreign department affords shippers, exporters, importers, DIRECT banking facilities in the Orient and throughout the world. That service is the development of many years of highly specialized effort based upon an intimate acquaintance with the requirements of international trade and the expeditious handling of documentary collections involving the supervision of merchandise.

We invite the correspondence of houses interested in Pacific Coast and Oriental Trade and gladly assure them of the cordial co-operation of our experts.

## RESOURCES OVER ONE HUNDRED MILLION DOLLARS

### OFFICERS

HERBERT FLEISHHACKER, President

MORTIMER FLEISHHACKER - Vice-President  
J. FRIEDLANDER - - - Vice-President  
C. F. HUNT - - - Vice-President  
E. W. WILSON - - - Vice-President  
HARRY COE - - - Vice-President  
W. E. WILCOX - - Vice-President and Cashier  
J. W. LILIENTHAL - - - Vice-President

FRED F. OUER - - - Assistant Cashier  
JOHN GAYLE ANDERTON - Assistant Cashier  
GEO. A. VAN SMITH - - Assistant Cashier  
V. KLINKER - - - Assistant Cashier  
J. S. CURRAN - - - Assistant Cashier  
EUGENE PLUNKETT - - Assistant Cashier  
E. R. ALEXANDER - - Assistant Cashier  
L. J. AUBERT - - - Assistant Cashier

### DIRECTORS

Walter E. Buck  
E. A. Christensen  
Robert Dollar  
Herbert Fleishhacker

M. Fleishhacker  
A. W. Foster  
Wm. F. Humphrey  
C. F. Hunt

J. R. Hanify  
J. J. Mack  
J. C. McKinstry  
M. Meyerfield, Jr.  
Raphael Weill

Chas. C. Moore  
R. D. Robbins, Jr.  
Adolfo Stahl  
Sig. Stern

# The Anglo & London Paris National Bank

## Of San Francisco



## Classified Directory of Leading Business Firms

	PAGE
<b>Agricultural Tractors</b>	
Holt Mfg. Co. (Caterpillar).....	51

<b>Banks.</b>	
Anglo & London Paris Nat'l Bank	56
Bank of China	56
Crocker National Bank	55
International Banking Corporation	57
Sunamitsu Bank	64

<b>Coal.</b>	
King Coal Co.....	2

<b>Cigars.</b>	
Michalitschke Bros. & Co.....	56

<b>Copierage.</b>	
Koster Co.....	56

<b>Coffee.</b>	
Cassell's Coffee	52
M. J. Brandenstein & Co.....	53

<b>Dock Yards and Shipbuilding.</b>	
Anano Shipbuilding Co.....	67
Hosokawa & Whanoo Dock Co.	66
The Taikeo Dockyard & Eng. Co.	66

<b>Druggists</b>	
Borwick & Banyan.....	51

<b>Electrical.</b>	
Marine Electrical Co.....	63

<b>Florists.</b>	
Podesta & Baldocchi.....	46

<b>Freight Forwarders and Shippers.</b>	
Davies, Turner & Co.....	42
Mattison & Co.....	58
C. Henry Smith.....	50
Wm. H. Thornley.....	51
Orgon Pacific Co.....	59

<b>Golf Balls and Clubs.</b>	
St. Munro Mfg. Co.....	49

<b>Hardware.</b>	
Levenson Co.....	56
Marshall-Nevell Supply Co.....	55

<b>House Furnishings</b>	
W. & J. Skene.....	44

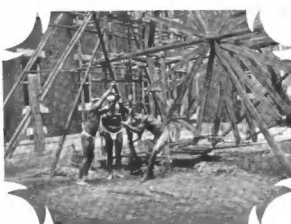
<b>Hops, Malt, Beer.</b>	
Geo. Hermann Co.....	63
E. Clemens Horst.....	56
Kirin Beer.....	49

<b>Hotels</b>	
Biltmore Hotel, New York, N. Y.	47
Belmont Hotel, New York, N. Y.	46
Clark Hotel, Los Angeles, Cal.	49
Commodore Hotel, New York, N. Y.	47
Del Monte Hotel, Del Monte, Cal.	3
Hongkong Hotel, Hongkong, China	42
Japan Hotel Assoc'n, Tokyo, Japan	50
Manhattan Hotel, New York, N. Y.	46
Hurray Hill Hotel, New York, N. Y.	46
Oriental Hotel, Kobe, Japan	45
Palace Hotel	29
Plaza Hotel	43
St. Francis Hotel, San Francisco, Cal.	41
Stewart Hotel, San Francisco, Cal.	46
Wilton Hotel, San Francisco, Cal.	46

<b>Iron and Steel.</b>	
T. J. Moynihan & Co.....	60
Maydrell & Co.....	55

<b>Insurance.</b>	
Antion Insurance Co.....	61
W. S. Alexander.....	61
Pierman's Fund	48
Johnson & Higgins	61

<b>Importers and Exporters.—In Orient</b>	
Kuhara & Co.....	66
Miyamoto Gensai Kaisha.....	69
Rumaki & Co.....	69
T. Takakura & Co.....	68



Volume X Number 1

OCTOBER - 1920

(Published on September 1st, 1920)

Price, 15 Cents Per Copy. \$1.50 Per Year.

## CONTENTS

	PAGE
Cover Design—Studying the Chrysanthemum— From a Photograph.	
Frontispiece—The Chrysanthemum Show.....	4
The Season's Flower.....	6
How I Toured the Orient on Eight Hundred and Fifty Dollars—Part Three—Conclusion.....	6
By James K. Stone	
Art Section—Daibutsu.....	13
Sidelights on Politics in China.....	20
By K. K. Kawakami	
Decorative Motives of Oriental Art—Second Series—Part XX—The Tortoise.....	21
By Katherine M. Ball	
Motor Boating on Biwa-Ko.....	27
Editorial.....	32
Personal Mention.....	35
Business Bands the World Together.....	38
Formosa Transformed.....	53
Across the Pacific Along the Pathway of the Sun.....	68
Toyo Kisen Kaisha Agents and Representatives.....	68

This magazine is distributed through tourist and ticket agencies in the United States, Honolulu, Japan, China, India, Australia, the Philippines and other countries. In addition it is circulated on steamers of the Toyo Kisen Kaisha and other S. S. lines, and mailed to exporters and importers of America and the Orient and in response to inquiries for rates, schedules and other information. "Japan" reaches a select class of prospective tourists and travelers, travel information bureaus, hotels, importers, exporters, shippers, consignees, etc. The monthly circulation of "Japan" is guaranteed by the Toyo Kisen Kaisha.

COPYRIGHT 1920, BY JAMES KING STEELE.

Advertising rates will be furnished upon application.

CONTRIBUTORS—Travelers are invited to send to the Editor photographs, stories or items of interest regarding the steamers or the territories reached by the Toyo Kisen Kaisha. Due credit will be given the author or the artist for all matter used.

<b>Importers and Exporters.—In America</b>	
American Trading Co.....	57
A. O. Andersen & Co.....	56
Balleur, Guthrie Co.....	58
W. M. Davis & Co.....	61
Griffith-Dursey Co.....	58
J. C. Ryan & Co.....	53
E. Clemens Horst Co.....	63
S. L. Jones Co.....	60
Johnson-Locke Mercantile Co.....	58
Langley & Michaels.....	61
MacDonald & Co.....	56
Nippon Dry Goods Co.....	58
A. N. Nelson & Co.....	71
Panama Agencies Co.....	58
Pacific Orient Co.....	58
Petroleum Products Co.....	56

<b>Inks and Stationers.</b>	
A. Carline & Co.....	60

<b>Laundry.</b>	
Metropolitan Laundry Co.....	53

<b>Leather.</b>	
H. N. Cook Baiting Co.....	61
Kullman, Bala & Co.....	58

<b>Mine Appliances.</b>	
E. D. Ballard.....	49

<b>Musical Instruments.</b>	
Byron Maury & Co.....	60

<b>Oriental Art Goods</b>	
Miss Clayson.....	51

<b>Paints and Painting.</b>	
Ab Fong.....	71

<b>Provisions—Ship Supplies.</b>	
Bayle, Laconte & Co.....	56
Ab Fong.....	58
Wm. Cluff & Co.....	61
Dodge, Sweeney & Co.....	58
J. Dromas & Co.....	53
Dairy Farm Co., Ltd.....	66
Garcia & Maggill Co.....	55
Gata Bros.....	58
Chan, L. Gitting & Co.....	51
Chung Cheung Yuen's Association.....	61
O'Brien, Spotores & Mitchell.....	58
A. Faldini.....	56
Schwitzer & Co., Ltd.....	50
West Coast Oyster Co.....	60

<b>Publications</b>	
Frank Waterhouse Co.....	60
Circumnavigators' Club.....	63

<b>Railroads.</b>	
Imperial Government Railways.....	65
South Manchuria Railway Co.....	65

<b>Restaurants</b>	
Golden Phoenix.....	40

<b>Stevadores.</b>	
McCabe, Hamilton & Henny Co.....	61

<b>Ship Chandlers.</b>	
J. & R. Wilson, Inc.....	58

<b>Steamship Companies.</b>	
Cornwall Line.....	72
Indo-China Steam Nav. Co.....	71
Pacific Mail S. S. Co., Limited.....	67
Toyo Kisen Kaisha.....	68

<b>Steamship Agents.</b>	
Toyo Kisen Kaisha.....	68
Thos. Cook & Son.....	60
American Express Co.....	62

<b>Tailors.</b>	
Ohlson & Holmes.....	58

<b>Tractors.</b>	
Holt Mfg. Co. (Caterpillar).....	51

<b>Tourist Agents</b>	
American Express Co.....	52
Thos. Cook & Son.....	60

<b>Welding Apparatus.</b>	
Oxy-Acetylene, E. D. Ballard.....	49





TOYO  
KISEN KAISHA  
S. S.  
"KOREA MARU"  
TAKING  
KING COAL  
FOR BUNKERS  
AT  
SAN FRANCISCO  
*furnished by*  
*the*  
KING COAL CO.

**KING COAL COMPANY**

EXCHANGE BLDG. 369 PINE STREET  
SAN FRANCISCO



# Hotel Del Monte California

**A place where it is summer  
all the year—**

not the hot summer of the tropics, nor the high temperature of the Mid-West, nor yet the winters of the East—but the delightful cool summer of California's Coast.

***There is no Place Like Del Monte***

Del Monte is the ideal place in which to spend a few days before sailing or after returning from abroad. It offers every facility for out door sport.

ONLY 4 HOURS BY TRAIN FROM SAN FRANCISCO. 125 MILES  
OVER FINEST MOTOR ROAD IN THE WORLD

**American Plan Only—Super Excellent Table**

Wire or wireless reservations at our expense

**Carl S. Stanley**  
MANAGER

Below: The Lodge at Pebble Beach facing the Sea



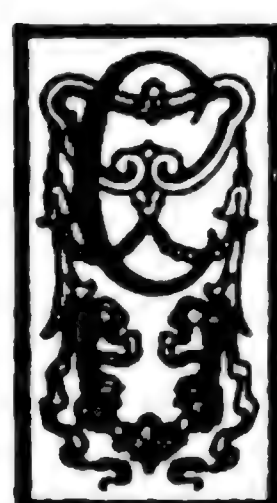


October is the month of the chrysanthemum in Japan, and the open air shows in the city parks and gardens bring hundreds of people to admire the gorgeous flowers. In the above engraving a part of the display at Hibuya Park, Tokyo, is shown. Some idea of the size and height attained by the plants is gained by comparing those at the right hand with the dainty women, who are looking at them.





## Chrysanthemums "Kiku"



OMES now the crowning glory of the year—the floral triumph of Japan's botanic skill.

When, in every city, town, village and hamlet, the chrysanthemum or kiku, as the Japanese lovingly call it, reigns supreme.

A native of China, whence it was carried to Korea and then to Japan as a present to the Emperor, several hundred years ago, this flower has been cultivated, propagated, petted, pampered, crossed and re-crossed, hot-house and hand nurtured until from the simple bloom that grew from the few seeds sent from Korea as early as 386 B. C., there have been developed five score or more varieties, ranging from the multiple petalled tight curled, ball-shape to the "dragon" whose sprawling petals measure sixteen inches across.

Nor is this all. In addition to the many shapes and sizes, practically every shade of color has been introduced.

Just as the soft clouds of pink bloom on the cherry trees in April, with their message as the glad harbingers of Spring, attract thousands of the beauty loving Japanese to parks and temple grounds, so in October, the month of the chrysanthemum, the floral displays hold a prominent place in the hearts of the people.

To win the prize in one of these events is an honor highly esteemed. The plants, tenderly cherished like rare gems, are given painstaking attention. Every leaf is hand cared for, the soil is kept properly moist, the delicate leaflets and buds are never permitted too much light or air—the stems are supported in straight vigorous uprightness or bent, twisted and turned into fantastic shapes, as may be desired, until the full perfection of bloom is reached.

Some of these artists (for they are truly that) after a year's effort only produce a single blossoming plant, worthy to be entered in the competition. Others may have two, three, five, a dozen or a score as a result of their labors. The flower shows range from the lowly village exhibits wherein the neighbors join in friendly interest, to the great pavilions in city parks, filled with elaborate displays or the culminating event of the year, the Imperial Chrysanthemum Fete, witnessed only by the few favored with personal invitations.

The Chrysanthemum is the national emblem of Japan and the sixteen petalled blossom adorns the Imperial Crest.

From Prince's palace to the humblest cottage it is loved and cherished.

No home is so poor but that it has at least one and none so rich that it can have too many.





# How I Toured the Orient on Eight Hundred and Fifty Dollars

BY JABEZ K. STONE

PART THREE—(Conclusion) Hongkong to San Francisco

## Synopsis of Parts One and Two

*Jabez K. Stone, newspaperman and well-known writer on Oriental travel subjects, made a tour of the Far East, from San Francisco to Hongkong, touching Manila and return, on a wager that he could do it at a cost not exceeding eight hundred and fifty dollars. This amount was to cover all expenses, and part of the bet was that he should not attempt to be "too cheap" in his affairs. In the first article, published in "Japan," he told of his preparations, his purchase of steamer tickets, his life on board ship and at Honolulu, and of his experiences from San Francisco to Tokyo. In the second article (Part Two), which appeared in our last issue, the pleasures and expenses from Tokyo to Hongkong are described in detail. The following is the third installment, and tells of the return voyage with recapitulation of all expenses at the end.*

*Editor's Note.—Out of the storm of comment and discussion aroused by the publication of the first two articles under this heading, certain facts stand out. The first is that everyone is deeply interested in the trip to the Orient, the second that this story narrative of the author's actual experiences has proved a revelation to hundreds who had no conception of what such a journey would cost.*

*As stated in the foreword of each of the previous articles, this experience is published as a matter of information as to how little such a trip could be made for. It deals in minimum expenses, and as such is submitted as a basis from which prospective travelers may work out their trip according to their individual needs. As one of the group of young fellows, who decided after reading the story, to make the tour on almost these lines, said, "If this fellow can make it on eight hundred and fifty, I guess we can get by on twelve to fifteen hundred." It is with the idea of thus helping in planning the pleasantest tour in the world that the story is offered.*

## To Macao, the City of Memories

It was during the week's lay-over in Hongkong that I made a one-day trip to Macao, the ancient Portuguese city some forty miles away—first colony of white men in the Far East and last reminder of Portugal's vanished colonies. The steamer left at 9 in the morning and returned to the city at about 7, giving several hours there. This was ample time to see the sights, the lovely old Praya Grande or promenade along the seawall with its aged trees and gleaming hotels, clubs and houses—the grand facade of the Cathedral of Sao Paulo, built by the Jesuits in 1594, and all that now remains of its former

glory since the fire in 1835—the wonderful boulevard about the seashore and the tomb of Camoens, the soldier-poet, who lived and died here—all this we did by motor car, hired by the hour, which enabled us to cover a wonderful area and see practically everything. Then we returned to the main part of the town, where we dismissed the car and spent the balance of the time, before the boat left, watching the fan-tan players in the various gambling places, being particularly attracted by one which had its sign boldly displayed across the middle of the street. This read, "First-class Gambling House—Open Days and Nights." It seemed such an inglorious end for this, the first outpost of civilization in the Far East, to have degenerated into the last open outpost of this vice. Besides the fan-tan games there are scores of lotteries and other gambling devices all housed in commodious buildings and much patronized.

We arrived at Hongkong in time for dinner after a delightful trip down along the coast in the early evening. The next day was Tuesday, and the Tenyo Maru was scheduled to sail on Thursday afternoon. I wanted to go to Canton for a day before leaving, so I left on the night boat up the river. This is ninety miles away and the boat leaves at 10 and arrives in the early morning. As the passage fare included berth, I decided I was saving money by giving up my hotel room and spending the two nights on this river steamer.

Morning found us at Canton in the midst of a maelstrom of river traffic. The Pearl River here is quite wide and supports on its waters a distinct city of river folk, numbering, it is said, over 150,000, many of whom are born, raised, grow to maturity, marry, raise families and die without ever living on the land. Their boats are strung together, six to ten deep, on either side of the river for miles. The steamer wharf is on the Bund and the chair-bearers were waiting for us to come ashore. After breakfast on board we went ashore, and finding a chair-bearer who spoke some English and could act as guide, I made a deal with him for the day and started out.

## Canton—a Glimpse of Ancient China

Canton is a most fascinating city. This ancient capital of South China, with its great walls, its teeming millions of busy workers, its miles of narrow streets, many of them entirely devoted to the manufacture and sale of certain wares; its workers in silk, in ivory, in brass, in black and teakwood; its scores of old temples; its famous water clock, one of the oldest time-pieces in history; its crowds; its smells; its river—all are worthy a much longer time than I could afford to spend there. The for-



sign settlement is on an island called Shameen, separated from the rest of the city by a canal, the bridges over which have iron gates that are closed at night to keep the native population out. Here amid great trees, spreading lawns, on wide streets with parked centers and sides, are the consulates of various nations, the banks, hospitals, business houses, hotels and homes of the foreign residents. The leading hotel on the Shameen is the Victoria, a comfortable and refined place with excellent food, as we found when we had our tiffin there.

As we wanted to see something of the river life as well as the surrounding country, we took the down boat at 4 p. m., sitting under its sheltered decks as we sped swiftly down the river, past hundreds of junks, lighters, sampans, slipper boats and what not, into the broad open reaches, where rich, fertile fields, intensively cultivated, line either side. We had dinner on the boat—a fairly

This came soon after we started, and after it I went on deck, arranged for my deck chair, went to the cabin and rearranged my stuff, got acquainted with my cabin companion, for there were only two of us as yet—the third was to get on at Yokohama—gossiped with the purser and had the steward assign me to my same table seat and give me some congenial company.

We quickly slipped down the Lyce-mun pass, out of sight of the island, and as evening came down were once more far to sea. That night after the excitement of departure was over and things had settled into their regular course, I went over my expenses for the eight days' stay ashore. These I had figured would be the heaviest of my whole trip. While I had been as careful as possible, considering each item of expense, going into parties "dutch treat style," where each paid his own pro rata, wherever possible, I felt that I had, on the whole, seen and done a lot



On Toyo Kisen Kaisha ships, an open-air bathing tank filled with salt water is rigged on the forward deck which affords passengers a delightful daily diversion. The semi-tropical route, "Along the Pathway of the Sun," via Honolulu, makes this one of the pleasing features of these ships.

decent meal. Saw the sun sink like a ball of fire below the horizon, watched the trailing glory of the clouds die away and the twinkling stars come out in the blue black sky. Then we saw the lights in the far distance, and at 11:30 we came alongside the pier. Here I took a ricksha and went to the hotel and to the room they held for me.

The next day I arose leisurely, packed my trunks and bags, paid my hotel bill, tipped the boys as much as I could, gave my baggage to the porter, had my passport vised at the British customs and police office, walked about a bit and went aboard the Tenyo Maru to find everything all O. K. A few minutes later the anchor came up, the screws began to turn and we were on our way to Shanghai and home.

#### En Route to Shanghai

It seemed like home itself to be back in the same cabin, with the same smiling room boy and table boy to greet you (it pays to be as generous as you can in the matter of tips on the voyage if you are going back by the same ship), and the same welcome hagle call for tiffin.

for a very moderate sum, and that without making myself feel too cheap or stingy. The figures were as follows:

#### Expense while at Hongkong—

Rickshas, chairs, street cars.....	3.10
Drinks.....	5.40
Motor car (my share, 3 hours at 5.00—15.00).....	3.75
Golf clubs and green fees.....	2.00
Room boys and table boys, \$2.00 each.....	4.00
Porter tips.....	1.00
Hotel bills, 7 days at \$1.50—American plan.....	10.50
Passport visé.....	.50
Minor incidentals.....	2.00
	<hr/> 74.25

Trip to Macao—one day, steamer fare.....	3.50
My share automobile 12 hours at \$5.00, \$10.00.....	5.00
Lunch.....	1.40
	<hr/> 9.90

#### Trip to Canton—one night and day—

Steamer fare.....	5.00
Breakfast on boat.....	1.40
Tiffin at Victoria Hotel.....	1.65
Dinner on boat.....	1.50
Sedan chair for the day.....	1.50
Ricksha from pier to hotel and return.....	.25
	<hr/> 11.30

Total expenses for 8 day's layover.....95.45



*Osaka, the great manufacturing metropolis of Japan, is fifty minutes' ride from Kobe.*

### Shanghai Busy Metropolis

Early in the morning of the third day out of Hongkong we entered the mouth of the great river and ascended as far up as Woosung, Shanghai's anchorage for ships of the great draught of the *Tenyo Maru*. This is fourteen miles below the city, and the launch came to meet us almost as soon as we were anchored.

Everyone piled aboard and we steamed up the broad river, with its increasing traffic of great junks, smart motor boats, big freighters, European liners, trans-Pacific steamers, sailing ships, sampans and fishing boats—a spectacle of unflagging interest and delight in its varied coloring and characters.

It was not long before the city, with its imposing docks, bridges and buildings, came in sight. A notice had been posted on the ship, just before we left, that the ship would sail at 6 that night, and the last launch would leave about 5 o'clock. This gave us from 10 until 5 in which to see as much of Shanghai as possible.

Following the "dutch treat" habit, which I had found to be a very pleasant one, I suggested to two others that we take a car after lunch and cover the city. This they agreed to, and we made a date to meet at the Carleton Restaurant for lunch. I then started out on foot to see as much of Shanghai's business section as possible, walking down the Bund and through the leading streets. On every hand were evidences of wealth and business activity, great shops, massive office buildings, crowding closely on each other.

Shanghai has some 30,000 foreigners and nearly 2,000,000 Chinese. The foreign settlements are well built, well managed, with wide streets and handsome homes. It is quite the gayest place in the Far East and plumes itself as the New York of the Orient, boastfully rejoicing in that it now has much that New York has not—a fact unthinkable to the New Yorker, but sadly true in this case, since America "went dry."

After lunching we added another shipmate to our motor party and for three hours drove about the city. Shanghai, like the cocktail which is now a favorite tipple, is divided into three parts. First, because it is oldest, is the native city, a mass of unbelievably crooked streets. This is purely Chinese and foreigners have nothing to do with it, except to explore its interesting streets and emerge with snuff boxes and plates and other treasures, with which its beautiful shops are stocked. Near the center of the Native City is the famous old willow tea house, whose out-

lines are familiar to all, because for decades it has been a popular pattern for Chinese porcelains.

Next to the Chinese City is the French Settlement, ruled by the French government and containing some of the best residential portions of Shanghai.

Adjoining this and most important of all is Shanghai proper, the international settlement, which is governed not by one nation but by all.

Our car was a good one, the driver, a smart Chinese, who spoke good English and told us briefly of the points of interest passed. First we swung down the Bund, on which are located some of Shanghai's finest buildings. This is not only a great business thoroughfare, but Shanghai's promenade as well. From this we turned down Nanking road, where the leading foreign shops are located, which are soon succeeded by the native shops, with their alluring displays of many wares and fabrics.

On this road we came to the race course, a wide open space with a good track and grandstand, golf course, polo field, cricket and tennis courts. This is an animated place on Saturdays, during both summer and winter.

Bubbling Well Road is a long avenue lined with shade trees, with fine houses and grounds on either side. At the great Sing Erh Temple it joins Jessfield Road, which, in turn, enters Brennan Road, as it winds about Shanghai suburban districts.

This road borders Soochow Creek, a busy waterway filled with junks, transporting merchandise of every sort between Shanghai and Soochow in the interior.

Rubicon Road is reached near Rubicon Club, a country club, with a golf course, where hazards are formed of the ancient Chinese "above ground graves." It is in this district that the hunting clubs follow the hounds, and many of the famous jumps are appropriately named and signed.

Turning into Hungjao Road we began our return journey to town, passed the Municipal Nurseries, where the trees and plants for Shanghai's parks are grown, and into the real countryside, where the laborers are tilling the fields with the antiquated plows of a thousand years ago. Passing the Siccawei observatory, erected by the Jesuits many years ago, and one of the world's greatest institutions of its kind, with mission schools and colleges clustered about, we went along Siccawei Road. Here we passed the Nanyang College, a group of fine buildings devoted to native education, and soon entered Avenue Paul Brunat, which later became the chief thoroughfare of the



French settlement. Along this avenue are many palatial residences, which are being increased all the time. Opposite the cemetery is the big Buddhist temple—the Foo Li Zen Yuen Nu, which has a gigantic statue of Buddha, whose face measures thirty-six feet from chin to crown of head. From the settlement we turned up Rue du Consulat across the concrete bridge over Yangkingpang creek to the Bund. We made close connections, for the launch started down stream almost as soon as we got aboard.

Soon we reached the ship, tired out after our strenuous day, but satisfied that we had seen as much of Shanghai as possible in the limited time. We were at dinner when we passed out of the smooth water of the river and first felt the swell of the sea.

Another day and night would see us back at Nagasaki. Considering all I had seen and done, I felt that Shanghai's expense was very moderate:

	Yen
Lunch at Carleton and tip.....	1.40
My share of motor (3 hours at 5.00—15.00).....	3.75
Total .....	5.15

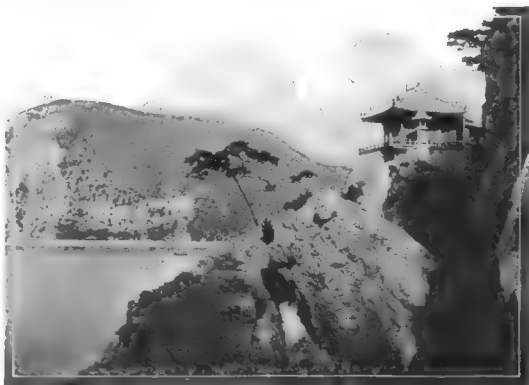
### Nagasaki Once More

It was again with a home-coming feeling that we came on deck the next day early enough to see the whole of Nagasaki harbor as we entered. Having been there once before, I felt like an old-timer and decided that I would spend the day poking about the town on foot, come back for lunch to the ship and then go back again to town. This was easy, as the launches run between ship and shore at regular half hour intervals. So I went ashore about 10 o'clock and had a fine time in the shops until lunchtime. Then back again to take an extended walk over the hills back of the town, coming down through the cemeteries that line the hillside. After dinner some of us went ashore again to see what the town looked like after dark. On this excursion we all took rickshas. This was the only expense incurred during this pleasant day.

### Nagasaki Expense—

Rickshas .....	1 yen
----------------	-------

*The beauty of the scenery of the Inland Sea baffles description. Views like this, where battlemented cliffs rise sheer from the water, are memorable not only for their unique conformation but for the wonderful coloring as well. Toyo Kisen Kaisha schedules are so arranged that much of this waterway through wonderland is made by day, thus affording the best opportunities for seeing these magnificent views. Not the least interesting feature is the vast number and variety of Japanese sailing boats seen en route.*

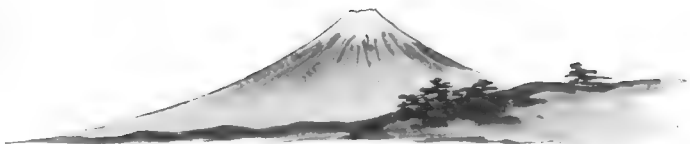


The throbbing of the engines and whirl of the screws awoke me the next morning to the fact that it was nearly 8 o'clock and that we had left the harbor and were at sea. The mountains on the coast were plainly visible on our starboard all day—sometimes appearing so close that we could see the canyons and valleys, and again only as a dark smudge against the azure sky. In the late afternoon we came to Shimonooseki with its tortuous channel through the narrow straits, and, as the sun was sinking in the West, once more entered the Inland Sea. Next morning found us nosing into Kobe harbor, where we anchored about 9:30. After the doctor's examination, for, strange as it may seem, the medical and customs authorities go through the same formalities here as were gone through at Nagasaki the previous day, we went ashore.

At Kobe the ships of the Toyo Kisen Kaisha take on considerable cargo, so practically a day and a half are given here. I went ashore on one of the first launches and walked to the Oriental Hotel, where I met Manager Kent Clark again and had a couple of drinks. Then I started out to see the town on foot, making my way up to Sumayama Park and out to Nunobiki waterfalls, where I had tea and cakes in place of lunch. Then, making a wide detour I came down past the Tor Hotel and through the residence quarter into Motomatchi, the chief shopping street, where I spent a couple of pleasant hours. Tired out after my long day, I went on ship, had a nap, a bath and was fully ready when the bugle blew for dinner. The next day I loafed, went ashore late and sat about the Oriental Hotel lobby, reading my mail and the last available edition of the San Francisco papers on file there in the reading room. In the afternoon all cargo was safely stowed and the ship turned its head across the bay past Awaji Island, into the straits and on to Yokohama.

### Another Overland Rail Ride

The Toyo Kisen Kaisha give choice of the rail or steamer journey between Kobe and Yokohama, the same as in the opposite direction. As the Tenyo Maru, leaving that night would reach Yokohama in twenty-two hours or the afternoon of the next day, the 9th, and lay over there



*For several hours before arriving in Yokohama by rail from Kyoto the vast and picturesque cone of Fuji dominates the skyline, appearing to the train passenger first on one side and then on the other.*

until noon of the third day, or the 12th, I decided that I would go up to Kyoto on the evening of the 8th, stay there until the evening of the 11th and arrive in Yokohama just in time to make the boat at noon on the 12th. I felt that, while this was an added expense, yet there was so much to be seen and done in Kyoto that it was well worth my while. So I left on the 4 o'clock train, arriving in Kyoto about 6, where I went this time to the Miyako Hotel, on the hillside above the city.

The next two days were, perhaps, the most enjoyable of the whole trip. By this time I had become more or less experienced, and having read up considerably about Kyoto on the ship, I knew what I wanted to do. As a result I went about my touring leisurely but none the less thoroughly, and with the advice of M. Hamaguchi, the versatile manager of the Miyako Hotel, I saw much of this fascinating old city, which is real Japan. One of our excursions led us to Lake Biwa, on the other side of the mountains from Kyoto, a beautiful body of fresh water thirty-eight miles long, about which is centered much of the romance and tradition of early-day Japan. We went over in the electric car and returned by boat through the tunnels by which the water is led from the lake to Kyoto, where it is used for generating power as well as transportation. We drove to the beautiful garden of the Gold Pavilion (Kinkakuji), and during the ride saw much of Kyoto's hinterland. We wandered through the shops, went to theater street again, spent some time in the grand old Chion-in temple, which

is close by the Miyako Hotel, saw the artisans at work in their homes and factories, making potteries, porcelains, satsuma, damascene and cloisonné, filling every moment with intense interest—not a dull second during the whole stay. On the evening of the 11th I took the train about 9 and the return to Yokohama began. Before going to sleep I made some calculations as to what the outing in Kyoto had cost. It totaled as follows:

	Yen
Rickshaws and street cars .....	1.80
Boat from Lake Biwa .....	1.00
Motor car (my share, 3 hours at 6.00) .....	4.50
Hotel—2 days at 8.00 .....	16.00
Tip .....	2.00
Sleeping car berth .....	2.50
Express ticket 2.00; transit tax .25 .....	2.25
<b>Total .....</b>	<b>32.55 yen</b>

Next morning we arrived in Yokohama at 8:40 and I took a ricksha direct from the station to the ship, arriving there in time for breakfast. After breakfast I walked up to the Grand Hotel, where I found some mail waiting me, visited with Manager Wilmarth, had my passport vised at the American Consulate and went back to the ship.

#### Sailing From Yokohama

Sailing day in Yokohama is always exciting, especially if it be a Japanese liner that is being dispatched. There are throngs of people on the ship, on the dock and all about—each anxious for a last farewell to the departing friends. Shortly before 12 the "on dock" signal was



*Yokohama's harbor is one of the busiest of the world, with ships of all nations gathered within the breakwater. Vessels dock at the piers which are only fifteen minutes' ricksha ride from the Grand Hotel or the business district. The photograph was taken from the Bund.*

given and all persons, not passengers, were ordered ashore. Then the lines were cast off, the great whistle roared and the Tenyo Maru slipped slowly into the stream, while the hundreds on the dock cheered and waved their handkerchiefs and parasols as last goodbys.

Outside the breakwater we dropped anchor for a couple of hours while the customs formalities were being completed, and in mid-afternoon we steamed down the beautiful bay of Yokohama. At last we were really on our way home.

The ten days between Yokohama and Honolulu were much like those on the outward trip. Calm, smiling seas, warm delightful days and romantic nights, when the stars seemed very close to the earth and the sea very, very wide and big. During the day we had the usual deck games and sports in which I joined as a past master (for was not this my second trip?), and at night the dances on deck, the movie show and the grand ball.

At Honolulu I met our friend Chester Doyle, that dear gay cosmopolitan who had returned from his 60,000-mile jaunt to the Orient, India, the East Indies and Antipodes, and he gave me a wonderful day. I was glad of this, not only because it was good to be in the good company of Chester again, but also because I had looked forward to spending a very quiet and inexpensive day ashore in Honolulu, owing to my state of finances. As it was I had one tremendous day, and came on board the ship covered with leis (the floral wreaths they put around your neck when you leave Honolulu), and tired out by our strenuous doings.

We left Honolulu in the mid-morning. Doyle, the indefatigable, came aboard with big baskets of fruit for his friends, of whom I was but one of twenty or more, and stayed aboard until the last minute. When Diamond Head became a dull speck on the horizon, we felt as if the journey was practically over.

From the warmth of the tropics we came gradually into the colder temperatures, and white clothes disappeared from both officers and passengers, and heavier tweeds, overcoats and steamer rugs took their place. One day out of San Francisco we got our first whiff of the cool fog and knew we were close to home.

The night before arriving we had the delightful captain's "sayonara" dinner, which was about as elaborate a spread as anything I ever sat down to. This was a gay night, for the parties that started at the dinner table lasted far into the morning, in the vain but none the less uproarious and pleasurable attempt on the part of some of the gay blades to drink up all the champagne and liquors on the ship before we came within the three-mile limit when the dry days begin.

When I awoke next morning and looked out of my port-hole, the familiar outline of Alcatraz, flashing white in the sun, greeted me. Then the rising gong resounded raucously in our ears, demanding that all turn out for breakfast before the medical examination. Then the doctors came aboard, followed by the customs and newspaper

men, as soon as the yellow quarantine flag came down from the masthead. Shortly after, the anchor came up and the big Tenyo Maru moved majestically to the pier.

To the excitement and bustle of arriving—the thrill that comes no matter at what port you are—was now added the new unexplainable feeling that makes a catch in the throat and brings an unsuspected moistness to the eyes—the feeling that you are home.

As I had bought practically nothing on my trip abroad, I soon cleared the customs on the dock and within four hours after landing was back again in my old quarters. The first thing I did after getting fairly settled was to fish out the little old cash book and enter the expenses incurred on the last leg of the journey between Yokohama and San Francisco.

Expenses ashore at Honolulu	\$1.50
Contributions to collections for sports, prizes, etc.	3.50
Chits for drinks at bar	2.40
Tips to room boys	2.50
Tips to table boys	1.00
Tips to bath boy	1.00
Tips to boot boy	1.00
Tips to deck steward	1.00
Rent of deck chair	1.00
Taxies from deck to home	1.00
Total on return voyage	\$20.90



Spectacular wrestling matches by members of the crew are staged on Tenyo Kisen Kaisha ships for the entertainment of passengers. These are carried on with much formality and are full of excitement. The engraving shows the ring, the contestants and part of the audience as seen from A deck.

Then I totaled up all the items in the little diary, fished about in all my pockets for any loose change, dug up the amazing sum of one dollar and six coppers, which tallied exactly with my expense account, as you see by the detailed statement.

And there you are. I certainly have won my bet, had a ripping good time, know something of the strangest and most interesting part of the world, gained in weight, added to my fund of information, and am a whole lot better off than when I started.

[EDITOR'S FOOTNOTE.—This was the tale that Stone told us when we gathered at dinner at the club, when Duffy and Krating held off their little bet. To prove his statement he handed out a neat typewritten schedule of every cent he had spent during his absence, a copy of which is appended in these columns. There was a decided pause when he finished speaking, during which each of us, I fancy, was picturing himself on such a glorious trip, which was broken by Stone's saying, "That statement contains every item of expense on the trip. It is exact to the cent. And yet, though I started out with \$850 and returned with \$1.06, I also brought these little souvenirs to you fellows. This is for you Jim," handing Duffy a beautiful black damascene cigarette case decorated in handsome gold designs with his own signature copied in gold on the inside, "and this is for you Tom," passing him a neat box containing a pair of pearl cuff links with three studs to match, "and I didn't forget you, either, old King," he said, as he saw my envious looks. "Here's something to keep you quiet,"—and he gave me a long ivory cigarette holder with a bronze fly resting as natural as life on one side and my monogram done in black letters on the other. "And I got a couple of things for myself, too," he said proudly.

Thanking Stone vociferously, we declared that while we appreciated the gifts we felt that we had not lived up to the letter of our agreement in taking other money than the original eighty-five agreed on with him, even for presents for us.

"Hold on, hold on," he said, "wait a minute. I only took the eighty-five as we agreed. You all saw me draw it out of the bank. I only spent what is in the schedule you have before you. I have \$1.06 left, which is here," laying the coins on the table.

(Continued on Page 17)



"But how did you get this stuff for us?" we acclaimed.  
 "Oh," said he softly, "there were a couple of fellows on board that wanted to teach me how to play poker, and I took a single shot at fan-tan game in Macao that was lucky and a couple of hat pools came my way. They bought those things for you."

# RECAPITULATION

## SCHEDULE OF EXPENSE

From San Francisco to Hongkong and Return.

### San Francisco

Passport vise at Japanese, Chinese and British Consulate—3 at .50	\$ 1.50
Toyo Kisen Kaisha round trip passage San Francisco to Hongkong—one way \$312.00	624.00
War Tax	5.00
Taxi-house to dock	2.00
Baggage transfer—3 pieces	2.25
Tip to baggage man	.25
Rent of deck chair on voyage	1.00
	\$636.00

### Honolulu

Expense for day ashore at Honolulu (outbound)—	
Motor car—2 hours at 6.00—my share 1/6 pro-rata	\$ 2.00
Lunch and tip—Alexander Young Hotel	1.50
Street car fares—Waikiki	.10
Bathing suit rent and tips	.75
	\$4.35

### Expenses on Ship (Outbound) on Arrival Yokohama

Contributions for prizes and collections	\$ 5.00
Chits for drinks at bar	10.00
Tips—Room boy	3.00
Table boy	3.00
Bath boy	1.50
Boot boy	1.00
Deck steward	1.00
	\$24.50

### In Japan—First Day

Ricksha from dock to Grand Hotel	¥ 5.50
Ricksha for afternoon in Yokohama	1.50
Dinner, Grand Hotel	3.00
Drinks at Grand	3.00
Ricksha, Grand Hotel to ship	.50

### Second Day—Third Day

Ricksha, dock to electric station	.50
Rail fare to Tokyo	1.75
Motor car in Tokyo—3 hours at \$6.00 per hour—\$18.00, my pro rata 1/4	4.50
Electric car to Tomachi	.05
Ricksha, electric station to ship	.50
Ricksha to Yokohama R. R. station	.80
Express fare on train	3.00
Transit tax on train	.25
Tiffin and tip on train	1.00
	¥20.85 \$10.43

### Fourth Day—Yokohama to Kobe by Rail—Ticket Furnished by T. K. K.

Tip to porter	¥ .20
Ricksha to Kyoto Hotel	.75
Ricksha for evening's sightseeing	1.50
Ricksha for day's sightseeing	2.00
Kyoto Hotel—1 day and night	8.00
Hotel tips	1.50
Lunch at Japanese restaurant	2.00
Ricksha, Kobe depot to Oriental Hotel	.30
Drinks, Oriental Hotel	2.20
	¥18.45 \$9.23

### Nagasaki Expense for Day Ashore

Ricksha for morning	¥1.50
Motor car—2 hours at \$6.00, \$12.00—my share 1/4	3.00
Lunch, Hotel du Japan	1.25
Tip	.15
	¥5.90 \$2.95

### Manila Expense for Two Days Ashore

Drinks at Club	P.2.50
Motor car—3 hours at 5.00—15.00—my share	5.00
Dinner at Manila Hotel	3.50
Golf Club, rent and ground fees	2.00
Drinks at Elks Club	2.50
Postage	.50
	P.16.00 \$16.00

### Ship Expense on Leaving Ship at Hongkong

Tips—Room boy	P.1.50
Table boy	2.00
Bath boy	1.00
Boots boy	.50
	P.5.00 \$5.00

### Expense on Arriving at Hongkong for Afternoon

Hotel porter's tip	\$1.00
Chair rent to tram	.10
Electric tram fare	.10
Drinks at Hotel	1.50
	\$2.70 \$2.70

### Expense During Eight Days Ashore at Hongkong

Rickshas, chairs and trains	\$3.10
Drinks	5.40
Motor car—3 hours at \$5.00—\$15.00—my share 1/4	3.75
Golf Club and green fees	2.00
Room boy tip	2.00
Table boy tip	2.00
Porter's tip	1.00
Hotel—7 days at \$7.50	52.50
Passport vise	.50
Minor incidentals	2.00
	\$74.25 \$74.25

### Expense of Side Trip—Hongkong to Macao—One Day

Round trip, steamer fare	\$3.50
Motor car—2 hours at \$5.00—my share 1/2	5.00
Luncheon and tip	1.40
	\$9.90 \$9.90

### Expense of Side Trip—Hongkong to Canton—One Night and One Day

Steamer fare, round trip	\$5.00
Breakfast on boat, and tip	1.40
Lunch, Victoria Hotel, and tip	1.65
Dinner on boat	1.50
Sedan chair for day	1.50
Ricksha from pier to Hongkong Hotel	.25
	\$11.30 \$11.30

### Expense for Day Ashore at Shanghai

Luncheon at Carleton Hotel, and tip	\$1.40
Motor car—3 hours at \$5.00—\$15.00—my share 1/4	3.75
	\$5.15 \$5.15

### Nagasaki Expense—Homeward

Rickshas	¥1.00 \$ .50
----------	--------------

### Expense at Kyoto—Homeward—Two Days

Rickshas and street cars	¥1.80
Boat from Lake Biwa	1.00
Motor car—3 hours at 6.00—18.00—my share 1/4	4.50
Miyako Hotel—2 days at 8.00	16.00
Tips	2.50
Sundry expense	2.50
Sleeping car berth	2.50
Express ticket	3.50
Transit tax	.25
	¥32.55 \$16.28

### Expenses from Yokohama to San Francisco

One day ashore—Honolulu	\$1.50
Contributions and collections for prizes on ship	3.00
Chits for drinks at bar	5.40
Tips—Room boy	2.50
Table boy	2.50
Bath boy	1.00
Boot boy	1.00
Deck chair rent	1.00
Tip to Deck Steward	1.00
Taxicab, San Francisco dock to house	2.00
	\$20.40 \$20.40
Grand Total for Trip	\$848.94





## Daibutsu

*From teeming Ind', into Cathay, the blest,  
O'er ancient hermit land to fair Nippon  
Came Buddha's teachings  
Pointing the way, along the "Eightfold path"  
That leads the mind, through varied forms of life,  
Purged of earth's passions, frailties, faults  
Into Nirvana's peace.*

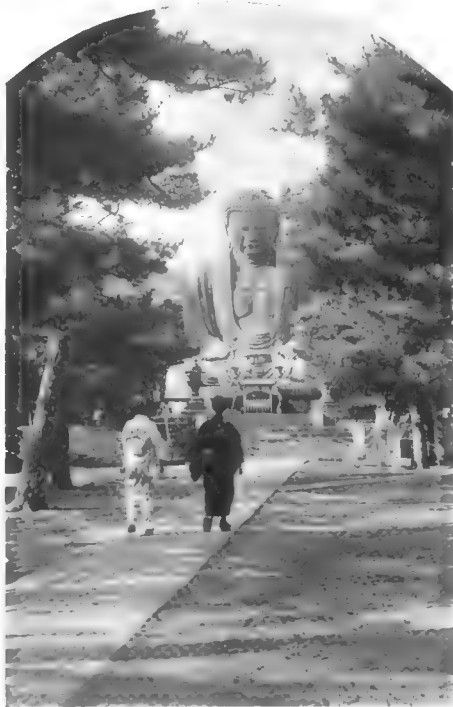
*Not God, this Buddha, as men often think,  
But teacher, preacher, thinker, saint,  
A man, who, seeking after truth,  
Amid life's tumult, found the way, that brought him joy,  
And gladly told to all who cared to hear  
The wondrous story.*

*As years slipped by and millions came to know  
The doctrines taught by wise Siddhartha's son  
Followers, scattered over many lands  
Did many statues build  
Some rough and simple, hewed from wood or rock,  
Or mayhap, clay, yet shaped with reverent hands,  
And set beside the paths, 'neath heaven's dome:  
And others, built by those of larger means,  
Imperishable in bronze, rare wood and stone,  
Were placed in temples grand, hidden in sacred groves,  
Where Amida, Kwan-on or Fudo ruled,  
Symbols of light, mercy, right.*

*Heedless of tumult and human strife,  
Of earth's convulsions and the firegod's rage  
Despite wars' havoc, or the slothful peace,  
Succeeding each upon the years  
Through seasons, rich with harvests  
Or ghastly—famine stalking o'er the fields,  
The statues sit,  
Sheltered in lordly fane or modest hut,  
Or wind swept, sun burned under open sky  
Looking with calm and meditative eye  
Upon the world that comes and goes, before their lotus thrones,  
Emblems of things to which men should aspire  
Serene—inscrutable.*

—JAMES KING STEELE





*The destruction of the temple that formerly covered the great Daibutsu of Kamakura proved an improvement in the artistic setting of the statue. Second in size only to the one at Nara, this great Buddha is perhaps the best known in the world. It is fifty feet high and is made of bronze plates. The perfect repose and meditative calm of the face are truly symbolic of the central idea of Buddhism.*



*The Nara-no Daibutsu representing the Goddess of Light, is the largest in Japan. It is fifty-three and a half feet high and contains some five hundred tons of bronze. The figure is seated on a lotus throne and is backed by a great golden halo, on which are carved other figures of the Buddhist cult. This statue was erected in 759. While larger than the one at Kamakura, it is dwarfed by the temple which houses it.*





Among the noted statues erected by devotees of Buddha is the one in the beautiful Shwe Dagon temple at Rangoon, Burmah, which is pictured above. Immense in size, it sits cross-legged, in a posture of perfect peace. The crown, the elongated ears and the great hands are unique in this work.

In sharp contrast to this is the Japanese statue of Amida, the symbol of mercy, shown on the left. This has no covering, but sits on its raised lotus throne under the open sky, its hands uplifted in benediction on all who pass. While not as large as some of these images, it is impressive in its poise and expression.





Here are two Japanese statues, both of the "open-air type." In the upper engraving is a great bronze Daibutsu near Kobe, with a halo ring which is rather unusual. It represents Kuan-on, with hands uplifted, and is very similar to the one at Kamakura. The base is carved in lotus leaves and the figure in the center foreground gives some idea of its size.

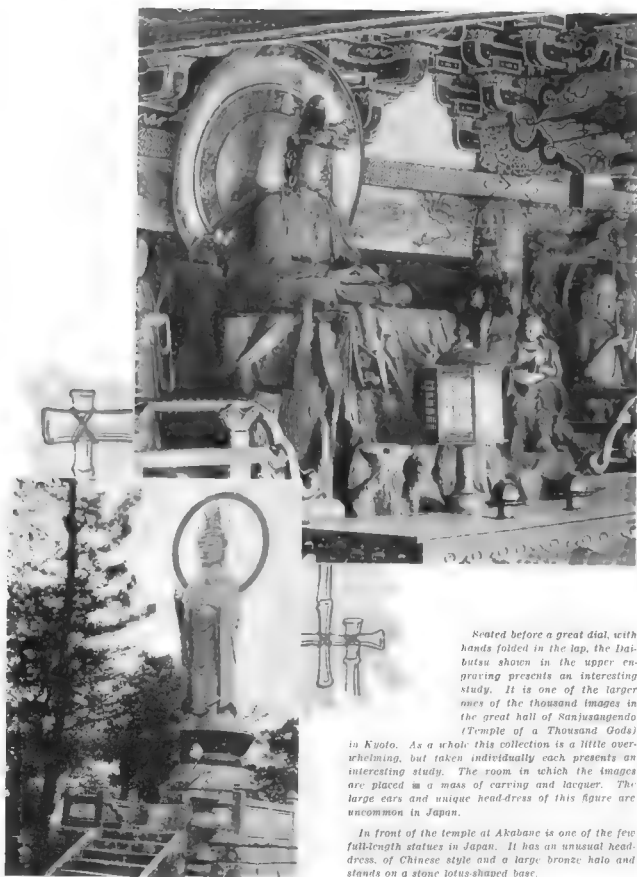
To the left is a rough stone statue with a gigantic halo carved on the rock wall behind it. This is weather-worn and time-stained from years of exposure, as it sits beside the roadway between Miyanoashita and Hakone. Its size is indicated by the figure seated at its right. The various articles before it are gifts left there by travelers, from whom funds for upkeep of the shrine are obtained.



Buddhist worshippers carried the cult from India to China and from China to Korea. In the Korean temples there are still many famous statues, which are decidedly different from those of Japan. As will be seen in the engraving, they lack the beauty and art found in the Japanese work which, using them as a base, embellished and improved them. The elongated ears of the figures in Seiran-an Monastery Temple at Suigen, Korea, shown in the upper engraving, indicate the Indian influences, while the beards and head-dress show Chinese leaning.

To the right is a giant stone statue of Buddha at On Shin, Korea. In expression and pose, as well as the remarkable head-dress it is purely Korean.





*Seated before a great dial, with hands folded in the lap, the Dai-butsu shown in the upper engraving presents an interesting study. It is one of the larger ones of the thousand images in the great hall of Sanjusangendo (Temple of a Thousand Gods)*

*in Kyoto. As a whole this collection is a little overwhelming, but taken individually each presents an interesting study. The room in which the images are placed is a mass of carving and lacquer. The large cars and unique head-dress of this figure are uncommon in Japan.*

*In front of the temple at Akabane is one of the few full-length statues in Japan. It has an unusual head-dress, of Chinese style and a large bronze halo and stands on a stone lotus-shaped base.*

# SIDELIGHTS ON POLITICS IN CHINA

## AN INTERVIEW WITH DR. SUN YAT SEN

By K. K. KAWAKAMI

Author of "Japan and World Peace" and "Japan in World Politics"

**I**T was the tenth day of October, 1917. Canton, a city of a million souls and the seat of the "Military Government of the Chinese Republic," was enlivened with the spirit of jubilation. We heard the booming of guns bursting from the warships in the Pearl River. We saw the parade of troops and the processions of citizens marching along the bund adorned with bunting and drapery. For it was the sixth anniversary of the birth of the Chinese Republic.

As the bustle of festivity somewhat subsided in the afternoon, I hired a sampan "manned" by two stout Cantonese women, and rowed across the Chu Kiang, the Pearl River, to the Canton Cement Works on the opposite bank, for Dr. Sun Yat Sen, the "Generalissimo of the Military Government of the Chinese Republic," had set up his administration in the office building of the factory.

As we approached the landing on the opposite shore I saw, in front of the cement factory, bulwarks with loopholes, obviously hastily improvised, perhaps not so much for the practical purpose of defense as with a view to investing so high-sounding an institution as a Military Government with a semblance of dignity.

Landing, I noticed behind the bulwarks a solitary gun. Four sentries were ranged on each side of the gate. In the courtyard more soldiers greeted me.

Presently I was shown into a spacious room evidently used for the councils of state, for there was in the center a large table, surrounded by a dozen chairs.

I had waited only a few seconds, when Dr. Sun Yat Sen stood before me, a gentleman of almost feminine appearance. There was nothing about him that suggested the rude buffeting he had constantly encountered for the sake of his cherished political ideals.

He was attired in the regal uniform of generalissimo, as befits the national day of celebration. To my sophisticated eyes the dazzling epaulettes seemed to rest uncomfortably upon his shoulders, and the military hat decorated with waving plumes seemed rather bizarre upon his head—so gentle were his mien, his manner, his speech.

"I hope I will not offend you if I say I do not like the new title you have assumed," I said rather falteringly, fixing my eyes upon the sword that hung awkwardly at his side.

"I agree with you," returned Dr. Sun, smiling amiably. "I wanted no military title for myself, neither did I want my government to be a military government. But," he added after a moment's pause, "the Extraordinary Parliament which sat in session in Canton in September had resolved to inaugurate a military government, conferring upon me the title of Generalissimo."

I was more than willing to believe his word. Continuing, Dr. Sun remarked: "We have just received \$1,300,000 from our compatriots in Java, the Straits Settlements, and the neighboring countries. That is nothing in comparison with the magnitude of the work we are undertaking. Besides, such contributions are at best uncertain. Our only regular revenue comes from the *fan-tan*, the gambling dens, which, I am pained to say, we were impelled to open as the only immediate means to tide over the period of hardship. I am exercising strict economy in the administration of my government. No official in the Military Government is paid more than \$50 a month. But we must pay the members of Parliament, of whom there are about 200 just now, and more are coming from Shanghai and Tientsin. We must pay the troops, purchase arms, and finance the military operations which we are going to open soon against the North. But no adequate fund is forthcoming from anywhere."

He stopped as if in deep thought. "No," he continued, "we have no definite plans formulated for the immediate future; we are biding our time, hoping to gather strength in the meanwhile."

I was deeply impressed with his frank confession of his difficulties. I sympathized with him all the more keenly as I had reason to fear that he had other troubles than financial



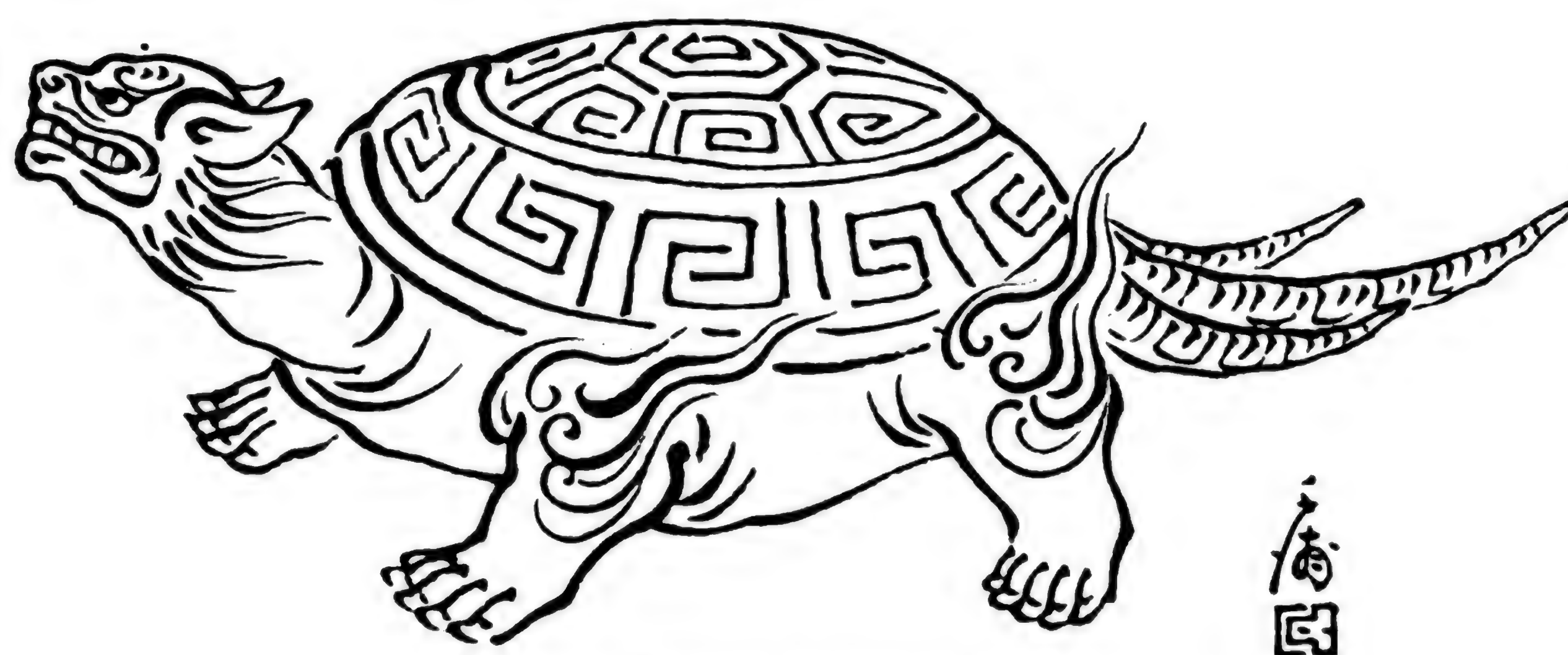
Dr. Sun Yat Sen

to weigh upon him.

From my careful survey of the political field in the

(Continued on page 26)





From a painting by Chiura.

# DECORATIVE MOTIVES OF ORIENTAL ART

SECOND SERIES, PART XX

BY KATHERINE M. BALL

## THE TORTOISE

*Wondrous and beautiful is the Divine Tortoise!  
Its back, by mystic signs, with sun and moon,  
Reveal the code of Yin and Yang.  
Glowing golden in the sunlight  
Or lustered jade-like by the moon-beams,  
It flames and trails its tail.*

The tortoise known to the Chinese as *kuei*, and to the Japanese as *kame*, is the chief of the three hundred and sixty varieties of the shelly tribe. The divine tortoise, known as *shen kuei*, is one of the groups of the Four Fabulous Animals—the other three being the dragon, the phoenix, and the unicorn. Unlike its companions—which are composites, consisting of the parts, attributes, and potentialities of other animals—the tortoise is a natural creature, which, becoming immortal through the great longevity of ten thousand years, has acquired not only the dragon attributes of ears and flaming tentacles at the shoulders and hips, but a long hairy tail. This latter feature, however, is not entirely supernatural, for in the Orient, it is not uncommon to see the tortoise with a long graceful appendage flowing behind it as it swims, due to a growth of plant parasites on the shell. The Chinese, in recognition of the beauty of this green mantle, have conferred upon the little reptile the title of the “Green Dressed Messenger.”

The tortoise also belongs to another set of supernatural creatures known as the *Ssu Fang*, differing from the preceding, which were used by the Taoist

astrologers to symbolize the spirits which preside over the Four Quarters of the Universe, or the Four Directions. These include the *Kuei She*, “Dark Warrior”—consisting of a black tortoise entwined by a serpent, for the North; the *Ch'ing Lung*, “Blue Dragon” for the East; the *Chu Ch'ieh*, “Red Bird” for the South; and the *Pai Hu*, “White Tiger” for the West—all shown in the accompanying illustrations of an uranoscope depicted on two ancient objects: one inscribed on a Chinese clay tile and the other modelled in bas-relief on a Japanese mirror-back. On the latter—a replica of the mirror which is one of the three sacred relics of Japan kept in a shrine at Ise—the symbols occupy the respective positions on the map familiar to the Occident, but on the Chinese tile—following the order of all astronomical charts—they are reversed, the North and East appearing where the South and West would be.

The Four Quarters, or Four Directions, were determined by the revolution of the northern constellation, Ursa Major, around Polaris, the North Star, which the early Chinese knew—either from observation or inheritance from some older nation—



corresponded to the four seasons. Hence, the Dark Warrior of the North became the symbol of winter; the Blue Dragon of the East, of Spring; the Red Bird of the South, of Summer; and the White Tiger of the West, of Autumn.

The reason for combining the tortoise and serpent has been a source of particular concern to sinologists, and although different explanations are given they are not quite satisfactory.

The common theory is that the tortoise was believed by the Chinese to be exclusively of the feminine sex and that only through the serpent could the species be perpetuated. This view naturally caused the creature to be despised and its name to be held in disrepute. Hence arose the expression of ignominy "progeny of a tortoise," significant of "knowing no father." But this attitude toward the little reptile did not exist before the time of Confucius, for in ancient times the tortoise was so highly regarded that its name was taken as a mark of honor.

But when the great philosopher taught that the tortoise carried a record of the Eight Virtues on its back because otherwise it could not remember them, it placed the stigma of irresponsibility upon the animal, which led it to be accused of almost any immorality.

A more reasonable explanation for this singular alliance may be derived from its use as a symbol on flags connected with warfare, to which reference is made in the excerpt from the poem entitled: "The Prosperous Condition of the King's Flocks and Herds."

*"And now the herdsmen lie and dream  
And people all like fishes seem;  
And every snake and tortoise flag  
Is turned into a falcon flag."*

The falcon flag symbolized peace, because it was the banner carried during hunting expeditions.

The flag bearing the device of the northern constellation, herewith shown, was not a war flag, but a processional banner, representative of one of the Four Seasons.

The tortoise and serpent standard was not only the particular device of a general, but was always carried in front of and at the rear of an army. It is therefore more than likely that this pair of reptiles—in what appears to be a deadly embrace—furnish an example of the tactics of warfare. For in this situation, neither of the opponents is able to attack the other. The serpent is unable to crush the shell of the tortoise or injure its vital parts, while the tortoise, because of its short neck, cannot reach the serpent. The Chinese say, "when the dragon and tiger fight, both die, but when the tortoise and serpent fight, neither dies."

According to the annals of the Chinese classics, the Dark Warrior was the emblem of the Emperor Hwang Ti, 2500 B. C., and used on his banner. And again, in the *Li Ki*, another classic, it is related that it was the standard of Huyen Vu, who was worshipped as the Guardian of the North since the earliest days of the nation. However, it is an historical fact that the cult of Huyen Vu was introduced into China from Tonkin—a province of Cochin China—when this country was conquered in 111 B. C.

This deity appears to be known under different names, for in the historical records of a Tonkinese temple, he is known as



From an ancient Hindu drawing.



From an ancient



From a Korean



From a Chinese stone rubbing.  
"Huyen-Vu, God of the North."



From an old Chinese book.  
"The Flag of the Dark Warrior."

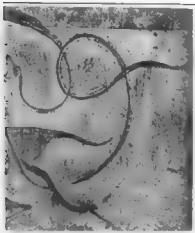




Chinese clay tile.



From an ancient Japanese mirror-back.



temple fresco.

Tran Vu and again, as Tran Thien and described as a primitive hero who killed the fox and the tiger, conquered the serpent, and enslaved the tortoise.

The temple of Huyen Vu on the banks of the great lake north of Hanoi, built in the eleventh century, contains a bronze statue which the French designated as the Grand Buddha, but which in reality is a representation of the spirit of the presiding genius of the North. This bronze image—a replica of the original, which had crumbled with age—was placed there in 1680. It represents an aged warrior, seated, having a beard and long hair. His left hand, with extended finger, points upward and his right hand holds a serpent-entwined sword which rests on a tortoise.

This description tallies in most respects with the deity of the stone rubbing of the accompanying illustration. The latter, however, has the additional interesting feature of having most of the drawing defined by lines of Chinese ideographs giving the scriptures of the cult of Huyen Vu, which appear to be closely related to that of the Taoists.

In the passages of the text, inscribed on the background of the rubbing, it relates that this stone was discovered through a miracle. The natives of that locality, for some time, having noticed a singular and mystifying light emanating from the ground, dug at the spot in search of the cause of the strange phenomenon, and came upon the stone. When it was brought forth from the place where it had lain for centuries, it was so imposing that all present paid it great homage.

The Japanese also worshipped the God of the North—whom they designated as Myoken. He is shown in the adjoining illustration.

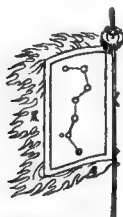
Another version, explaining the association of the tortoise and serpent comes from the Buddhists who—finding it necessary to incorporate into their pantheon Taoistic deities, and admit into their doctrine Taoistic ideas—invented the following legend to justify the adoption:

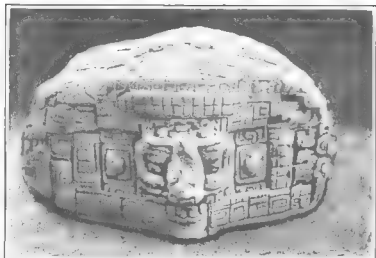
An evil tortoise, defying the Law of the Faith attacked the Lord Buddha; but being overcome by the holy influence emanating from the divine presence, sought to escape by running into the river. There Shaka pursued him with a hair from his head which, when thrown into the water, instantly turned into a serpent and enveloped the tortoise. Then true to the moral of every Buddhist legend, the evil tortoise was overcome and later became converted.

While these theories are most interesting and make their appeal to the imagination, the actual source of the tortoise and serpent association comes from the cult of sun-worship, of which early existence in China there is sufficient evidence.

The tortoise and serpent were among the first totems of the Polar race, and while it may seem consistent that the cult migrated to China from India, there is evidence that it came from a nation of a remote past from which India likewise may have derived its culture.

Discoveries in South and Central America have proven that sun and serpent worship was practised by the ancient Maya peoples. Not only do the sun symbol and

From a Japanese shrine image.  
"Myoken Bosatsu, the Spirit of Polaris."From an old Chinese book.  
"The Flag of the Northern Constellation."



From an ancient Maya monument.

Kasyapa is referred to in some places as the Polar Star, and in others as the tortoise; in fact, the word *kasyapa* means tortoise. This parallels the Chinese view of the relation of the tortoise to the northern constellation. And again, it is stated that Kasyapa is the same as the sun, proving its association with the tortoise and the Pole Star.

In another Hindu genesis, the tortoise appears to be the first created of living

creatures; for it is asserted in one of the Brahmanas that "Pragapati," Lord of Generation, created the waters out of Vak—the word. Thence an egg arose. He touched it and let it exist. Then he said: "May I generate this—the earth—from these waters!" He then compressed the egg and threw it into the waters, and the substance which flowed from it into the sea became a tortoise, and that which spurted upwards, became that which is produced above and beyond the waters."

The Chinese have a similar myth. They claim that Panku—the first being hatched from chaos by the dual powers, the Yin and Yang—had a tortoise for his attendant and when he chiselled out the world.

But it is with the deluge that the tortoise is most identified. In India the *Kurma Avatar*, or tortoise incarnation of Vishnu—the Preserver—was undertaken in order to recover the sacred writings and other treasures lost in the deluge. As a tortoise, he descended to the bottom of the sea, where he permitted his broad shelly back to serve as a pivot upon which the gods, using the great serpent Vasuki as a rope, twirled the great mountain Mandara, thereby churning up the Sea of Milk, which not only produced the nectar Amrita, but brought forth the Fourteen Treasures and Priceless Things.

Again in China, there is a tradition that the original hieroglyphics, which ultimately evolved into the written characters of the nation, were derived from the markings on the back of a tortoise which arose after a great flood—which may have been the deluge. Concerning this tradition, as usual, there are different accounts. One claims



From a Japanese bronze candlestick.



From a Chinese bronze. "Commemorating a Buddhist Sage."



From a Japanese bronze candlestick.

that it was to the legendary ruler Hwang Ti, that the tortoise presented itself; while another, confers this honor upon the Emperor Yu, who lived several centuries later, and who has been styled the Conqueror of the Flood.

Egypt also has such a tradition, proven by the two tortoises in the sign of the scales—the measure of the inundation—which not only relates the tortoise to the deluge, but also to time and the tides. Again, on Mithraic monuments, the tortoise is delineated in the zodiacs there displayed, pointing to a similar significance.

The Tortoise also figured quite extensively as an ancestor among many primitive peoples. The Kharwars and Manjhis of Mirzapur worshipped clay images of tortoises in their homes, in commemoration of the tortoise that once conveyed their ancestor across a river during a flood.

The Gonds have a similar tradition but in their case the tortoise saved their ancestor, Lingo, from the clutches of an alligator; and the Aztecs claim that their predecessors, who were

the first settlers of their country, came out of a great cave and traveled on the backs of tortoises in many directions, founding cities and towns wherever they went.

The use of the tortoise as an object of support, figuring in many traditions, had its origin in the belief that the animal was the "Base of the Beginning of Things," due to its habit of burying itself under the ground and emerging at regular periods. For this reason it came to be considered not only the emblem of time but of the earth, and as such it was addressed by some nations as "Mother." Hence the Hindu idea, also shared by the North American Indians, that the earth rests on the back of a tortoise, which, when weary, shifts from one foot to another and causes an earthquake. The same belief exists among the Chinese but their tortoise is six-legged. They also speak of the *Ngao*, a big tortoise, a thousand *li* in circumference, which supports mountains on its back, hence the saying, "*Ngao tisch Ch'eng Ti*," signifying "Supporting the earth on the feet of the tortoise."

This latter thought doubtless accounts for the numerous large mountains in China and Korea, in which memorial tablets of stone are supported by immense tortoises, distributed all over China and Korea, notable examples of which occur at the Ming tombs near Peking and in Seoul. But it is a source of great regret that frequently, in the country districts, these monuments are mutilated,



From an ancient Korean monument.



From a Chinese bronze. "Commemorating a Buddhist Sage."



the heads of the tortoises having been knocked off by the natives, who entertain a prevalent superstition that the animals roam about at night and eat their crops.

These monuments are generally of a single type, the stele or incised stone, having the width of the tortoise, with a height three times its width, and capped by a sculptured design of entwined dragons. The Korean monument shown in the accompanying illustration differs from the above in that an elaborately carved cubical stone is substituted for the narrow slab. This is the monument of King Taiso Buretsu 654-660 A. D., erected at his tomb at Saigakuri, southwest of Keishu, and regarded as one of the finest of known Korean monumental stones.

A notable example of a tortoise tablet in China is the Nestorian monument—known by the Chinese as the *Ching chia'o pei*—which records in its inscriptions the introduction of Syrian Christianity into China. A replica of it may be seen in the Metropolitan Museum of New York.

In the given illustrations of Chinese bronzes are two examples of the adoption of the tortoise memorial tablet, which was originally Taoist but appropriated by the Buddhists. Both were made to commemorate some sage

or *Bodhisattva*. The one on page 24 has a seal which gives a date of the Ming dynasty. The four whirling boys are arranged in the form of the *swastika*—the sacred Buddhist symbol which had its origin in the revolution of the constellation of the Great Bear around the North Star. The other Chinese bronze according to the inscription on the tablet, was made in the Wei dynasty, over a thousand years ago.

The Hindus also used the tortoise as a support. Their first conception of the universe was that the earth rested on four elephants which, in turn stood on the back of a tortoise, with a serpent enclosing the composition, as shown in the illustration of an ancient Hindu drawing.

The Egyptians also used the tortoise as a structural base. In the temple at Meaco, in addition to a stately chapel dedicated to the Creator of All Things, there is a walled pit, filled with water, under which stands an enormous tortoise. From it rises a tree of brass, the seat of a four armed figure.

The combination of the tortoise and crane, which appears in the accompanying illustrations of Japanese bronze candle-sticks, with other phases of the significance of the tortoise, will be given in the next article.

## POLITICS IN CHINA

(Continued from page 20)

South, I had been convinced that Dr. Sun Yat Sen had ceased to be the leading figure in the anti-Peking movement. To all appearances he had lost his grip upon the South, save a comparatively small number of "republicans" who were still loyal to him. For the moment the real power in the Southwest was General Lu Yung-ting, Inspector-General of the two Kwangs (Kwangtung and Kwangsi). Assisting this veteran soldier were military and civil governors of Kwangton and Kwangsi.

When Sun Yat Sen assumed his duties as Generalissimo of the Military Government, he offered the post of Field Marshal to General Lu. Lu, of course, would accept no position subordinate to Dr. Sun. He declined the offer, politely in words, but with scorn at heart. Then General Lu proposed to march his forces into Hunan Province and effect a junction with the forces of the Yunnan and Szechuen provinces, thus welding the five provinces of the Southwest into a solid anti-Peking unit.

To all intents and purposes, the scepter of leadership had been snatched from the civilian hands of Sun Yat Sen and entrusted to the martial grasp of General Lu. In China no man, unsupported by strong military power can hope to be a leader. That is the greatest obstacle in the path of young China.

"If you permit me to indulge in prophecy," I said, "I fear you are going to repeat the unhappy experience of 1912."

Dr. Sun smiled faintly but meaningly. He made no attempt to refute my view, though he said no word to endorse it.

The world knows how, in the spring of 1912, Sun Yat Sen had to renounce the presidential chair, when Yuan Shi-kai, backed by formidable military forces, loomed upon the political horizon. That is again to be the fate of Dr. Sun in the present government. A generalissimo only in name, he has no real authority, no military prowess behind him. The appearance of a new leader in the person of General Lu is the logical outcome. Sooner or later Dr. Sun will have to resign with what grace he can. But what after his resignation?

Conservative by training, and reactionary at heart, General Lu Yung-tin has little in common with Dr. Sun, or young China, as far as his political creeds are concerned. He is co-operating with the "Republicans" entirely from selfish purposes. Once the Peking Govern-

ment offers peace terms, gratifying his personal ends and those of his colleagues, he is more than likely to cast his vaunted republicanism to the winds and fraternize with Peking.

"I have recently sent two emissaries to Japan," Dr. Sun resumed, "and I hope your leading men will not turn deaf ears to their appeal."

"I fear," I replied, "that the mission of such emissaries will be a failure, for the Japanese Government is firmly resolved to have no hand in the internal strife of your country."

Dr. Sun seemed to ignore my protestation and continued:

"Young China is the only China Japan ought to help, for no other China is sincerely desirous of doing teamwork with Japan for the molding of Asia's destiny. Old China, represented by Premier Tuan, military governors and generals, and the statesmen of the old school, has neither the wit nor the vision to view the Far Eastern situation in the broad light of world destiny. Japan, the recognized mistress of the East, must not emulate the West in dealing with China. Never should she lose sight of the fact that she and China stand upon common ground. You must help us, lead us, with your experience, learning, knowledge and achievements. But in helping China, be careful not to back the wrong horse."

The final sentence arrested me. In the kaleidoscope of Chinese politics who can tell the right horse from the wrong one?

"Perhaps," I echoed, "it is wisest for Japan not to back any horse."

After this Sun Yat Sen ventured upon the hazardous ground of China's international relations, and expressed himself with a frankness which almost amazed me. Indeed, of all the things he said in the course of the interview, this made the deepest impression upon me—so deep that, after a lapse of three winters, his words seem still fresh in my memory.

Not that his views on the question were statesmanlike or constructive, but because they were obviously hostile towards the Powers which were at that moment locked in deadly combat with the military autocracy of Prussia.

Because of this sensational nature of Dr. Sun Yat Sen's opinion, I was sorely tempted to write it for newspapers in Tokyo and New York, for I was in China for news that summer. But I held my honor above my profession, and

(Continued on page 64)





*The flight of the wild geese at Katata is one of the great sights of Lake Biwa. The above is from a celebrated painting.*

## MOTOR BOATING ON BIWA-KO

A Week-end Circumnavigation of Japan's Picturesque and Historic Lake  
—Visiting the Eight Views—A Delightful Excursion  
from Kyoto—Full of Surprises.

**I**T was Hamaguchi who started it. That tireless host had already suggested the numerous things to do that had kept us busy and fascinated for a month in Kyoto. Whenever we reached a point where we thought we had seen all there was to be seen, he would bring out some new excursion, the pleasure of which, told in his inimitable way, always lured us into staying a few days more in order to make it. Hamaguchi is the manager of the Miyako Hotel at Kyoto and is one of the unique characters in Japan. He has probably done more through his own efforts to popularize Kyoto than any one man, and it is his magnetic personality that draws, and better still, keeps the guests at the Miyako Hotel, high up on the hillside above the ancient capital.

So, when he declared emphatically that if we missed going to Lake Biwa, we overlooked the best excursion round about Kyoto, we began to rearrange our plans so as to visit it.

"Y see," said Hamaguchi, "Biwa-Ko is the largest lake in Japan and intimately connected with the early history of this section. It was around here in those days that much of the internecine fighting took place and the shores of this picturesque body of water are filled with places inseparably associated with those stirring times.

Here, too, are the eight beautiful views of Japan, surpassed in loveliness only by the famous scenic trio. You can go over by automobile and by taking a motor boat there, can spend a most enjoyable day on the water."

"A motor boat?" we queried, "you mean a sampan or a sail boat, don't you? We haven't seen such a thing as a motor boat in this neighborhood."

"But wait," said Hamaguchi, "if you will go early on Saturday morning, I will see that you go in a motor boat and in a good one, too."

Knowing Hamaguchi of old, we realized that when he spoke in this way it was all settled, so we gave in and let him have his way.

First, however, we asked how many this boat he spoke of would carry, and being assured that six, even eight, could travel in it in comfort, we decided to telegraph Clark and Thomson at Kobe and ask them to come up and join us.

We heard afterwards that when our telegram, saying we had secured a motor boat for an excursion on the lake, was opened by these two worthies in the club room of the Oriental Hotel, it was greeted with cheers and jeers, as none of the fellows present knew of any such thing as a motor boat being available.

They all decided that we were joking



*Map of Lake Biwa with shoreline shown in heavy line and the route of our trip in dotted line.*





Far different from the days of Hiroshige is the Seta Bridge of today. It is in the same location, however, and still retains much of its artistic charm. In the foreground is the modern motor boat in which the cruise of Lake Biwa was made.

them, but being good sports, and having been on many trips with us before, decided they would come and wired us to that effect. They came up that night (for Kobe is only about two hours from Kyoto), spent the night at Miyako Hotel and bright and early in the morning, after a large breakfast, we were on our way.

Just below the hotel is a street car line that goes through a tunnel in the hills to Otsu, a historical town on the shore of Lake Biwa. This we decided to take instead of going by motor, staying on the car until the end of the line was reached in the heart of the town. Pattering along behind us, with the heavy lunch basket, was Tomi, or as we called him, "one eye" (because that was all he had), one of the ricksha men of the Miyako, who had served me for the past week and therefore felt justified in including himself as our eierone on this expedition. We were glad to have him, for he relieved us of all bother of either arrangement or luggage.

Leaving the street car, we walked down a long narrow street, lined with shops, displaying merchandise of every description, from sweetmeats, eatables and souvenirs for holiday makers to the more substantial fabrics, furniture and kimonos. A few blocks of this and we came to another train station where, seeing the cars filled with pleasure seekers, we took rickshas instead, which, in a few minutes' ride, brought us to a tea house on the lake shore.

Passing through its charming garden and out to a private pier, we came suddenly and without warning on our first surprise. This was a smart thirty-foot motor boat that lay at the dock, its white sides and gleaming brass work flashing in the sun, and a uniformed pilot, steersman, chauffeur, or whatever you please to call him, coming smilingly forward to help us with our stuff. To say that we were amazed at this beautiful and most welcome sight is not enough. We were more than amazed—we were simply knocked speechless.

"Where did this come from," we asked Tomi, who was giggling and chucking to himself at our astonishment. "Hamaguchi-san telephone for it," he replied. "But whose is it and where does it belong?" we queried. "Boat club is here," he answered; "many row boats and some motor boats like this. Not every one can have. Hamaguchi-san knows the owner and can get for the use for guests of his hotel."

So that was it. That explained why Hama

had been so positive in saying that he would get us a boat that would please us. This was an old stunt of his and, as usual, he sprang it as a surprise and made much of it.

The craft was all that the most fastidious could ask. It has a very long covered bow, like the extended hood of an automobile, and in this the engine was placed. Then came the driver's compartment with a glass shield and a wheel for steering just like any motor. Behind this was a cabin, covered with a regular one-man automobile top, and furnished with eight wicker chairs. There was ample room for us and for all our gear, which, as usual, included several cameras. While we were examining the new conveyance and expressing our delight with it, our first accident happened. As Thomson was stepping into the boat, his camera slipped from the strap on which it was hung and splashed into the water. Now this camera was the pride of Tommy's heart, for with it he has made some of the most beautiful pictures of the places we had visited together. Tomi, our man Friday, did not, of course, know this, but he must have realized, from the howl that went up, that it was of importance, for he took one look at the spreading ripples on the spot in which it had disappeared and flung himself, dressed as he was, into the water after it. It was about eight feet deep and he did not find it, at first, but after much trying and fishing about with a long pole he finally recovered it and came up smiling and happy, as we all were.

Seating himself in the rear seat, Tommy immediately began to take the camera apart and see if it was badly soaked, while we gave orders to our "captain," as we now designated him, much to his delight, to cast off.

"Where to?" he queried as we straightened out into the lake. "Everywhere," we answered grandly. "We have come to spend the day. Take us to all the sights. Show us all there is to see on beautiful Biwa Lake." With a smile and a nod he received these instructions and then, giving a little more speed, swung, in a wide circle and headed up the lake.

Once in the days of long, long ago, some poetical



The busy town of Otsu, chief port on Lake Biwa, as seen from the temple on the hillside. In the center the entrance to the canal tunnel that leads under the mountains to Kyoto is shown.

Japanese, standing on the heights of Mt. Hira, or Mt. Hiei, which rises some thousand feet above the lake, saw a resemblance in its peculiar shape to the Japanese musical instrument that corresponds to our guitar. This is called the "biwa" and the lake was therefore called Biwa-ko, which means Lake Guitar. On this particular day it well deserved its name, not only because of its shape, but also because everything seemed to be filled with music. There was music in the winds as they came across its surface,—the deep diapason as they hummed through the pines that covered the hills and mountains—the sibilant note as they streamed through the reeds and rushes that bordered the water's edge.

There was music in the splash of the waves, as they struck the sides of the boat and in the swish, as the sharp prow cut through them, leaving a wake that rippled like strings of pearls in the glorious sunlight. And to add further of this symphony of Nature, came the deep boom of huge bronze bells, and the lighter tones of the smaller ones in the temples of the towns and villages along the shore. The sky was turquoise, the water green—the peculiar light green of clean, fresh water—the mountains all about were also green, but of a deeper and heavier shade that contrasted sharply with the color of the grain and rice fields on the flat shore. We passed many boats, their white sails sparkling in the sun and rounding a sudden cape, came sharply on two long racing shells, each manned by eight white-clad oarsmen, who sent their frail craft along at a tremendous speed. These were members of the boat club, and were training for the coming races—for all the world like the crews on the Thames, or Lake Itasca at home. If the appearance of our unexpected motorboat had given us our first surprise, these muscular youngsters, with the bronzed bodies, swinging in perfect



*The thousand-year-old pine tree at Karasaki on the lake shore is one of the sights of Japan. Its wide-spreading branches cover nearly an acre of ground, and are supported by stone piers and pillars.*

time, gave us the second. Soon we came to Karasaki, and here we went ashore.

At this point, which juts out into the lake, stone embanked and protected, there is a giant pine tree said to be more than a thousand years old. The trunk is scant thirty feet in height and about the same in circumference. From this stem, stretching out in every direction, like the tentacles of some giant octopus, are the branches, many of them, heavy, thicker than a man's body, and so gnarled and twisted as to look almost deformed. For nearly a hundred feet on each side they reach, their ungainly length supported by stone pillars, like uncouth crutches, placed at frequent intervals along their awkward limbs. For ten hundred years it has been thus, creeping further and further from the main stem, the ends of the branches groping towards the sun like little individual trees, withstanding the tests of storm and fire and even water, for, at one time, it is said that the lake rose to a height that covered the entire tree and left it, when the waters retired, standing like a half-drowned thing, for which there was no hope of recovery.

Such was not to be its fate, however, for the talent in Japan was called upon to do what could be done to save the ancient landmark. As a result, the tree now stands alive and growing, and looks as if were good for another thousand years. A thousand years, that is said to be the age of this sprawling giant—almost as old as the mighty monarchs of the Sierra of California, which are today rated as the oldest living things.

The tree and the small shrine that is near it, as is almost always the case in Japan, is the object of much attention and is visited by hundreds every season. On the day that we were there a hundred or more pilgrims and school boys were also gathered there, taking pictures and enjoying their outing.

Lake Biwa is famous not only as the most beautiful lake in Japan, but also for its historic associations and superb scenes, so dear to the heart of the artistic Japanese. Tradi-



*Temple of Stony Hill is the name applied sometimes to the temple at Ishiyama because of its situation above the rough, black basalt rocks shown here.*



*On the banks of the Seta River at Ishiyama, is a large public park and here the crowds come to picnic and make merry. To the left is one of the merry-makers who was not afraid of the camera.*

tion has it that away back in 286 A. D. there came a terrible earthquake that rocked all Japan. It was during this dread cataclysm of Nature that the

lordly Fuji was uplifted twelve thousand feet above the plain, vomiting flames and spitting ashes until the countryside was terror-stricken. On the same night, so 'tis said, part of the vast plain of Omi sank out of sight and the waters rushed in and filled it up, forming what is now Lake Biwa, the lovely, which, with Fuji-san, are regarded as the loveliest natural features of Japan.

From that day all Japan paid homage to the mountain and the lake until, in 1590, further distinction was given to this body of water. Following the precedent established a hundred years before, by the Chinese at Lake Tung Ting, where eight sights were selected and adjudged most worthy of admiration, Prime Minister Konoe Masamie and his son Hiroomichi, after long deliberation and much consultation with poets, artists and the like, finally decided on eight scenes on Biwa's shore and water as being particularly worthy of praise and christened them the "eight scenes of Biwa-Ko." Since that time they have been reproduced in every form of fabric and material and in a thousand different ways.

Hamaguchi had told us something of this, in his intense, jerky way, and had shown us a number of prints depicting them.

It was therefore with much pleasant anticipation that we found ourselves actually traversing the surface of this undeniably lovely body of water with the fantastic musical name and we were all eagerness to catch the first view of the famous "sights."

"Y'see," Hamaguchi had said, "the charm of views depends on the time of year and the conditions of weather. Mt. Hira, for example, stands sentinel on the lake shore all the year, but only in the winter and at some particularly gorgeous sunset, can the full beauty of the scene which Masaga, selected under the name 'Evening Snow on Mt. Hira,' be appreciated."

Another of these "sights," which appealed to his poetic soul, and which has been encoored by thousands since then, was the "Evening Rain at Karasaki," when, in the gathering dusk, the thin veil of rain, draping the gaunt limbs of the gigantic pine trees, rendered it even more ghostly and weird.

After getting some good photos of this celebrated point, we re-embarked on our speedy cruiser and steered on toward the north.

Beyond Karasaki, on the irregular shore, another point surmounted by a rude temple, projects into the lake. As we rounded it, we stirred up a flock of wild geese feeding there. They arose with much flapping of wings against the water and then lined out, black silhouettes against the turquoise sky, skimming along at incredible speed, a few stragglers bringing up the rear in a spectacular fashion.

Much talk then ensued between Tomi and the "Captain," much gesticulation and excitement. When it subsided, Tomi then turned to us and informed us, in his broken English, that we should consider ourselves a thousand times fortunate, for on this day we had viewed one of the most beautiful of the eight sights of Lake Biwa, "the flight of wild geese at Katata."

Leaving Katata and its geese, we headed the launch across the lake and to the north. Such a trip is practically impossible for visitors under ordinary circumstances, for the little steamer that makes the scheduled round trip takes the whole day to do it and has no accommodations for foreign travelers. With our swift launch we sped along, crossing the lake on a long tangent that finally brought us, after skirting the eastern shore for a little way, to the island of Chikiku, which is the largest and most interesting of the islands in the lake, all of which are at the northern end. Lake Biwa is some thirty-six miles long and varies from two to six miles in width. Its water is clean, fresh water, drained off the steep forest-covered sides of the surrounding mountains, and abounds in fish. It was for these that the many fishing boats we passed from time to time were in quest.

Like the other islands, Chikiku-Shima is of volcanic origin. Its rocky sides rise in sharp cliffs from the water's



*The temple buildings at Ishiyama are well preserved and offer interesting studies. In the building to the left is a great bronze bell.*

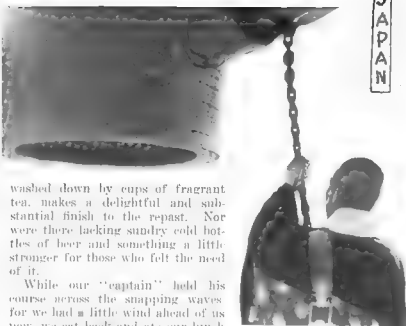
edge—except at one point, where a landing place is made—reaching to a height of nearly four hundred feet. It is diamond shaped and a little over a mile in length. Above the cove on the east is a temple to the goddess Bente and a Shinto shrine to Tsukubu-Suma. This is one of the most celebrated shrines to the goddess in all Japan.

Leaving the island with its steep, wooded bank and venerated shrine, with its flight of steps and diminutive beach, we turned our nose to Nagahama on the eastern shore, three miles away. It was originally the fortified castle site of Hideyoshi, when first made daimyo. Here was an old and very interesting shrine to Hachiman, the god of war, erected by Totoyomi. Like many others, it was burned several times, and after many disasters, finally reconstructed and renovated by the townspeople, who have, for several years, held a most interesting festival in its honor each season. This is known as the Festival of Hachiman, and one of its features is a long parade of highly decorated floats or wagons which have been built to represent the different towns of the neighborhood. These floats are very elaborate, and on them the younger lads of the villages ride, being drawn through the crowded streets by their enthusiastic relatives, pulling the floats with long ropes. At Nagahama, also, there are a number of very interesting weaving factories where the famous Nagahama crepes are woven. This is the center for this well-known material, which has a reputation all over Japan for its splendid wearing qualities.

We went ashore for a while at Nagahama and saw the shrine and some of the silk weavers at their tasks. In some of the shops they are using modern types of spindles and looms, while in others, scarcely a minute's walk away, were the same hand looms and hand spinning machines that their ancestors used when this material was first woven. Such is the infinite variety and charm of Japan's industrial processes of the present day.

Leaving this interesting village with reluctance, but with an eye on the clock, and with respect to the many other places we planned to visit, we again put to sea and headed toward the southern end of the lake. It was at this juncture that Tomi had a flash of intelligence and began to open the lunch baskets and spread out the good things that "Hama" had put up for us. There is one thing to be

said about a picnic lunch in Japan and that is that nowhere else in the world do they pack up the eatables with such appetizing delicacy as they do there. For each person, a tier of thin wooden boxes, each containing a variety of good things. One will have sandwiches of many kinds, another thin slices of cold meats, another pickles and relishes, while others will have fruits, eggs, and invariably one of them will have cold rice, which,



washed down by cups of fragrant tea, makes a delightful and substantial finish to the repast. Nor were there lacking sundry cold bottles of beer and something a little stronger for those who felt the need of it.

While our "captain" held his course across the snapping waves for we had a little wind ahead of us now, we sat back and ate our lunch in luxurious ease, Tomi waiting on us with all the manner of a born butler and with as much pride.

In the distance on our port side appeared a sharp cone against the azure of the sky. This, said our ciccone, was Omi-Fuji, so called because it was in Omi province and for its slight resemblance in shape to the incomparable mountain that we had come to love almost as much as the Japanese themselves.

Nestling on the shore and just visible from our boat was a village which we were told was Hikone. I wanted to go ashore and see it, for I had heard much of this beautiful place, formerly the castle town of Daimyo Ii, and at one time considered of greatest military importance. The castle grounds, with a part of the castle still standing, cover a little hill on the shore and are now a public park.

There are two celebrated gardens here, in one of which the whole lake is reproduced in miniature. Adjoining these gardens are a couple of Japanese restaurants and hotels, which are famous all over this locality, and are particularly attractive to foreign visitors who wish to live Japan fashion for a day or two.

Time forbade us doing this just now, as we must needs hurry along in order to make Ishiyama and be back to Otsu before the darkness fell. It was well that we did so, for as we skimmed along we were favored with two other of the beautiful views of this celebrated lake. The first of these was at Yahase, where, across our course we saw the returning fishing boats as they came in from the day's work, their sails agleam in the afternoon sun—the brilliant coloring of the sea and shore making a colorful background with Omi Fuji in the distance. This was but a sketch compared to the magnificent picture that met us a little further on, when at Awazu, Tomi explained that here was another of the views, which was called "Sunshine with a breeze at Awazu." Again we voted old Konee Masae a proper judge of what was beautiful, as we came off the point. Here the surface of the lake took on the same hue as the sky, broken only by the little whitecaps that rippled laughingly before the wind. Shoreside the greens of the fields contrasted sharply with the darker shades of the rushes at the water's edge, and making a watercolor impossible to translate to paper or canvas.

Biwa-Ko narrows down at its lower end and empties

(Continued on page 43)



All aboard for the trip under the mountains from Otsu to Kyoto. This is the boat used, as seen at the Otsu landing place. Note the paper lantern in the bow. Tomi, our ciccone, is seen at the stern.





OCTOBER, 1908—ISSUED SEPTEMBER 1st.

"Japan"—An Illustrated Magazine of Oriental Travel and Trade Development Published on the first of each month by TOYO KISEN KAISHA.

Business and Editorial Office: Suite 306, 625 Market Street, San Francisco.  
JAMES KING STURTELL, Editor.

## EDITORIAL

**I**N the mass of space devoted to the discussion of the so-called Japanese question in American newspapers, particularly those of the Pacific Coast, only one side of the problem is usually presented. How the other fellow views it is therefore equally interesting. Some of the Japanese newspapers have devoted considerable attention to this matter and their views are in sharp contrast to those expressed on this side of the Pacific. The following, translated by the *Japan Advertiser* from the editorial pages of the *Yorodzu*, one of the leading dailies of Japan, is illuminating:

The Immigration Commission urges that a new treaty should be concluded with Japan to make the restriction of Japanese immigration more effective, and is publishing what is described as the results of investigations by way of bearing out the demand for the new treaty. But these investigations are all boogies, some of which are comical. We wonder if the Americans are not suffering from the disease of fearing Japan.

Time was when some Japanese exclusionists thought that the opening of the country to foreign intercourse meant the conquest of Japan by foreign countries. Even after the Meiji Restoration, when the revision of treaties was being keenly discussed, the late Mr. "Ochi" Fukuchi, one of the most influential journalists of the day, wrote a book in which he predicted that if foreigners were allowed to live anywhere they might choose, the main streets would be filled with foreign shops and the Japanese would be compelled to retire to narrow alleys. But nothing of the kind has happened. We wonder if the anti-Japanese agitators in America are not possessed by similar boogies! How can the presence of only 100,000 Japanese in America, whose population totals close upon 100,000,000, be a menace to her? There is no reason why the Japanese should be excluded simply because they are Japanese.

The Japanese Government is meticulously observing the Gentlemen's Agreement, and even in the case of those who go for study, the authorities make the closest investigations and none but sons and daughters of wealthy men can obtain passports. The Japanese Government no longer issues passports to "picture brides," and has further prohibited emigration to Mexico in view of the American complaint that some Japanese cross the Mexican borders into America. Japan has thus done everything possible to meet America's wishes, and nothing

further is left to be done by her in this direction. Yet some Americans now propose to deprive the Japanese in America of their vested rights. This makes us doubt the soundness of American civilization. Does their Americanism tolerate such uncivilized proposals?

The complaint that the Japanese in America do not forsake Japanese customs is scarcely worthy of attention. There are many Americans in Japan. Are any of them trying to adopt Japanese manners and customs? For ourselves, we are surprised at the extent to which the Japanese in America are being Americanized. Nowhere have the Jews changed their manners for hundreds and hundreds of years; the only difference between the Jews and the Japanese in America is that the former has a skin the color of which is similar to that of the Americans. Other Occidental foreigners in America also retain their native characteristics, and the plea that the Japanese should not preserve any semblance of their native manners is unreasonable and unjust in the extreme. It is, of course, impossible for Japan to entertain the proposal that a new treaty should be concluded to prohibit Japanese immigration into America.

During the war hyphenated Americans carried on active movements in an effort to alienate Japan from America, and violent anti-Japanese movements are now sweeping that country. What is responsible for this state of affairs? Some Americans strongly denounce the Japanese militarists, but even these are not more aggressive than the Americans. The things of which recent dispatches from America tell are fanatical and it is hard for us to understand them.

### Motor Roads in Korea Being Improved

The through trip from Seoul to Fusan, Korea, a distance of 330 miles, was negotiated for the first time last month by an American "flivver" in nineteen hours and nineteen minutes on the going and fifteen hours and fifty minutes on the return journey. Heretofore practically the only transport other than the rail lines, has been by pony, which required twelve days or more to make the distance. In reporting the event it is stated that "no stops were made on account of accidents or for repairs," which is the best indication of the fact that the value of good roads is appreciated and new construction pushed as fast as possible by the Japanese administration.



### Some Good Advice to Visitors to Japan

In view of the great attendance expected at the International Sunday School Convention to be held in Tokyo in October, I. N. Brown, evidently an experienced resident of Japan, has written an open letter of advice to delegates telling them some of the things to expect and warning them of the danger of forming snap judgments on superficial observations.

This letter was printed in the *Asian Review*, a most interesting monthly periodical published in Tokyo in its July issue, and is so full of common sense that it is a valuable addition to travel literature, being appropriate to every prospective visitor. We take great pleasure in reproducing this letter in full:

"In the trip which you are about to take in the Orient, those of you who have never been on this side of the world before will receive a myriad of new impressions. According to your own natures to a great extent, these impressions will be either full of beauty and charm, and potent with possibilities of great good,—or, on the other hand, they may be disappointing and harmonize in some measure with the vicious, anti-Japanese propaganda which is spreading like a malignant disease in America.

"But you are all supposedly true Christians,—not adherents to the mere letter of the Faith, but actual followers—in intent, at least,—of Christ's beautiful teachings of love, charity and tolerance. You will remember that 'to the pure all things are pure,' and that 'there are differences of administration, but the same God'—even if He is known under different names.

"You not only interpret the Bible to children but you teach children. Consequently your responsibilities are great, and even the holiday-spirit which such a trip as you are taking engenders will not excuse you from an earnest endeavor to find out the truth about the Japanese.

"Please begin by investigating that trinity of old stories which every tourist in Japan has heard and nine out of ten believe—namely, that the Japanese are so dishonest that a Chinese cashier has to be employed in every Japanese bank,—the Chinese being above speculation and reproach(!); that the flowers of Japan have no fragrance, and that her birds do not sing. The last two rusty old stories may be investigated simply by a leisurely walk or drive into the country. The first will involve some trouble, for personal investigation, which is incumbent upon you, will make necessary a visit to many Japanese banks. Here you will ask to see the Chinese cashier. Perhaps you will be surprised when said cashier is not forthcoming, but instead, the real truth underlying this harmful story will eventually be discovered by you. This is, that silver money has always been the chief medium of exchange in China. It is also very often counterfeited there, as those of you who go to that country may find out to your sorrow. Consequently, the Chinese have become adept at detecting this spurious money and occasionally in Japanese banks such experts have been employed. But as for finding Chinese cashiers in the Japanese banks you will fail as utterly as the American traveler did some years ago, of whom the following tale is told. This gentleman had come to Japan with his mind already made up for him by the American newspapers. He was entertained by a well-known American whose home is in Yokohama. During dinner he proceeded to inform his host and hostess of the dishonesty of the Japanese character and the necessity of employing Chinese cashiers in the banks. The clever hostess listened and irrelevantly invited him to go driving the next day. He accepted and at the hour named she drew up at his hotel in her victoria. They proceeded toward the business part

of Yokohama and before the drive was finished he had been taken into every Japanese bank in the city, where his hostess had requested that the Chinese cashier might be seen. This is a true story, and there must be one man in America, at least, who no longer spreads this absurd and harmful canard.

"The world needs regeneration, and it is not the narrow, missionary spirit which is going to help toward this new birth. It is the teachings of Buddha as well as Christ that it needs—the love and infinite understanding and sympathy that both of these great religions are founded upon.

"Get away from the chilling exclusiveness of so-called Christianity and learn something about Buddhism before condemning it. You will find that instead of its being the 'heathen religion' of an inferior people, it is a deep and profound philosophy and that its teachings of charity, kindness and tolerance are exactly what Christ taught. It is the religion of a people with an exquisite delicacy of spirit, whose love for all that is beautiful and fine makes it,—in spite of much testimony to the contrary—probably the greatest idealist nation of the world.

"Being Christians, you believe that God created you. It is conceivable, if this is true, that He intended your minds for real use, and that each individual was meant to hear and see and think for himself,—unbiased and unafraid. If you are sincere in searching for Truth you will therefore slip the leash of prejudice and narrowness and try to see things in Japan for yourselves.

"Get into the country if possible, and feel the quality of the Japanese peasantry whose courtesy and pure goodwill come straight from the heart, and who are the most lovable and trustable people in the world.

"Small things also may have significance, so look up the number of public bath-houses in a few Japanese cities and the number of book-shops in Tokyo and Kyoto. Baths and books are not adjuncts to an inferior civilization and you remember that 'cleanliness is next to godliness' and that your Bible admonishes you to 'get wisdom.' If you discover Jimbo-cho in Tokyo, up near the Imperial University, you will find a solid mile of second-hand book-shops, containing not only used Japanese books but hundreds in English, French and German as well. Books on all the sciences are there; books on sanitation; on engineering; on philosophy; on art; on religions; books of poems; famous essays; books of moral teachings;—but what you will *not* find are the nauseous modern novels of the Occident. If you happen along Jimbo-cho after university hours see if you can find one of these book-shops without eager students poring over the books. In Kyoto you will find the same thing, and on both sides of Marutamachi, east and west of the bridge, dozens of old book-shops will give you an opportunity to see what young Japan is thinking and reading about. These used books show study also, for hardly one of them but has marginal notes in Japanese characters, testifying to the earnest study of some young university or high-school boy.

"Try and crowd in some real study as well as sight-seeing. Learn that as long ago as the seventh century the Japanese were lovers of art and literature and were very far from being a primitive and inferior people even then. It may dawn upon you, that if a civilization be measured by its aesthetic achievements rather than the mere utilitarian inventions of the West, the Japanese should be ranked as a most highly superior people, even though their customs differ from ours. '*Autre pays—autre mœurs*'—you must remember!

"Endeavor to attain a big perspective in your judgments and realize that clothes don't make the man,—and



even the lack of them doesn't unmake him. This may be a good place to remind you—you will discover it for yourselves—that the summers in Japan are intensely hot and you will probably see a great deal of what Lafcadio Hearn called 'clean healthful nudity.' Don't condemn this until you have considered the fashionable and sophisticated nudity incidental to European and American dress. Then really be honest with yourselves and say whether you are certain that some of your own gowns and blouses may not be objectionable seen from an angle other than your own.

"You will probably hear from the missionaries a good deal about Japanese immorality. If you are natural reformers and there is a good reason for listening to this sort of talk, well and good. If not, shut your ears to these evil stories and use your eyes in discovering some of the wonders of Japanese art—art expressed not only in a thousand lovable little things, but in great fusuma, screens and kakemono. Then ask yourselves if a people who for over a thousand years have not only loved but created beautiful things may not have beautiful souls? A fountain must have a source, you know.

"There is a great deal of maudlin sympathy in America at present for Korea and China. Both countries were and China still is a thoroughly degenerate nation. Korea would like to slip back into the mire but it is to be hoped that this will never be allowed. In simple justice to Japan it is incumbent upon you to find out something about these countries. Read Dr. Arthur Smith's 'Chinese Characteristics' and 'Village Life in China,' and Dr. George Trumbull Ladd's 'In Korea with Marquis Ito.' These books will give you a vivid idea of the traits of these people, and a very little honest study of history will inform you as to what Japan has had to endure from their governments. A treaty was to either country less than a scrap of paper. It was made to be broken if it seemed expedient—and both countries have often found it profitable to repudiate a pledge. Read of what Korea's condition was before annexation, and if possible, by personal investigation, see what the Japanese Government has done to improve that condition. From the train, going up to Seoul you can see the thickly forested mountains—this has all been done by Japan. You will find school houses, hospitals, agricultural experiment stations—but the practical test is the state of Korea's commerce now, in comparison with what it was as a more or less independent state.

"The missionaries have done untold harm in Korea by fostering in the minds of their Korean students, the idea of Independence. The Koreans, for many years have never really been independent. Either China or Russia had such a grip on the old government that its policies were almost wholly determined by these influences,—but now that the country has been set on its feet by the Japanese and forced to be clean and decent, the missionaries and many Americans cry 'poor Korea!'

"Put this question to yourselves. If in your immediate locality there lived a filthy, dishonest and degenerate family whose members were a constant menace to your safety and health, do you believe that it would be better for this family,—not to speak of your own comfort and safety—to be allowed to go on, on its degenerate way? A naughty and dirty child has to be disciplined, and why, in the name of common sense, shouldn't a country that has gotten into the condition that Korea was in, and in which China still remains, be disciplined also? A great deal is said about Japan as a militarist nation. Has it never occurred to you that there is a good deal of humbug about this talk and that it may be intended to divert your attention from 'preparedness' in other countries? Conceivable circumstances might arise at any time to

make foreigners in China glad that Japan could take them under her protection, and there are probably a number of people who could tell you that during the terrible days of the Siege of Peking in 1900, there was no complaint then at Japan's military power.

"In closing this letter, I would ask you again to use your own eyes and ears. Read a few good and reliable books on China, Korea and Japan. Remember that there is a large number of paid propagandists against Japan in America at present and that their insidious work is probably the cause of whatever prejudice against the Japanese may lurk in your own sub-consciousness. Are you going to add to this propaganda?

"Finally, in your association with the Japanese, don't assume with too much certainty that America is superior in her civilization, and don't believe either, that the Japanese are the 'inscrutable' and uncanny race they are supposed to be by superficial observers. Forget Kipling's much-quoted line 'East is East and West is West, and never the two shall meet'; throw aside preconceived ideas and unworthy prejudice; be courteous and truly kind; and then see if you do not find the Japanese to be just very human human-beings? Ask yourself also if such kindness of nature as theirs would not be a desirable leaven in all the countries of this broken and half-destroyed world at present, and be potent factors in establishing the 'new heaven and the new earth' that humanity has bled for?"

#### No Argument Against Japanese Spending

In all the arguments against the Japanese in California, there is one that is never heard. That is against the Japanese residents' money. All the stores welcome it—all are glad to have this cash trade.

From the time the Japanese first arrives in America, he becomes a consumer. American clothes replace his own dress; American shoes, his geta; an American hat crowns him as a new member of the commonwealth.

As his prosperity increases, so do his expenditures for American products in clothing, furnishings, household goods and eatables, until finally his savings are such that he can purchase a "fivver" or truck. No matter how much he saves out of his earnings—no matter whether he keeps it here in America or sends it home—as some claim, the Japanese in California is always a consumer of American goods. As a good customer, isn't he worthy more consideration?

#### Gold in Siberia

According to late reports from Nome, Alaska, gold has been discovered in paying quantities in Northeastern Siberia and the opening of navigation saw quite a fleet of boats putting across the Behring Sea carrying the adventurers into the new fields. Siberia is a land of undreamed-of natural resources, and once peace is established it will not be long before they will begin to be exploited.

#### EDITORIAL

(Continued from page 32)

#### Do Not Forget This Day May 25

The above words were found written in Japanese characters on a wall at Nikolaievsk, Siberia, when the rescue party arrived at that city. It was sent to save, if possible, the battalion of Japanese troops that was practically annihilated there. This fiendish act—the wanton destruction of human life—whereby over seven hundred

(Continued on page 44)



## Crown Prince of Rumania Arrives on Korea Maru

Whether Carol, Crown Prince of Rumania, was sent on a tour of the world by his royal parents, King Ferdinand and Queen Marie of Rumania, with the hope that time and travel might dim to oblivion his love for the girl for whom it is said he deserted his regiment during the war, renounced his right to the throne of Rumania, and to whom he was married two years ago following a romantic elopement, or whether his

Highness came to America to breathe the same air with men who have the right to marry the women they love—is all a matter of speculation. The prince denied it all.

### In Cheerful Mood

The heir to the Rumanian throne seemed to be in a bright and cheerful mood when the Korea Maru dropped anchor in the bay and a committee of welcome from San Francisco boarded

the vessel, together with immigration officers.

They found the prince on deck, lounging in a steamer chair, smoking a cigarette and peering toward the city on its seven hills, which he was seeing for the first time.

The committee of welcome was composed of Edward Rainey, secretary to the Mayor of San Francisco; Captain J. G. Ord, aide to General Hunter Liggett, head of the Western Division of the U. S. Army; Andriel Muresian, president of the Rumanian Society of



When Prince Carol, heir apparent of Rumania, arrived at San Francisco on the Korea Maru, he was greeted by delegations representing the United States Government, the City of San Francisco, the Toyo Kisen Kaisha officials, the press and the moving picture men. The Prince and his party held an informal reception in the Social Hall and then "stood" for photographs on the main deck. In the engraving above, some of the members of the suite and the officials who greeted him, are shown. The prince is seated with Samuel Hill, well-known captain of industry in Seattle, on his left, and Mr. Djinvara, Secretary of the Legation, is seen on his right. Other members of the group, from left to right, are (front row), K. Doi, Manager Toyo Kisen Kaisha; Capt. M. Jin, Captain of Korea Maru; Edward Rainey, Secretary to James Rolph, Mayor of San Francisco; Mr. Djinvara, Secretary to Prince Carol; Samuel Hill. (Back row), H. Brannigan, Special Agent of Department of Justice, who came from Washington to receive the Prince; Andriel Muresian, Captain Ord, Aide to General Hunter Liggett, commanding Western Department, U. S. A.; Lt. Colonel Condiescu, General E. Gausnescu, Inspector of Police Costescu, Captain Lozar, Minister Nicolas Filodor, Lt. Colonel Condiescu. In the oval, the Prince is seen surrounded by some of the American girls he met on the ship. These are Miss H. Ette of St. Louis, Miss B. Wooten of Yokohama, Miss J. Houts of St. Louis, Miss B. Rodes, St. Louis.



San Francisco; Samuel Hill of Maryhill, Wash., who bore a message to the prince from King Albert of Belgium; and customs officials.

#### Port Courtesy Extended

Prince Carol and his royal retinue were given the "courtesy of the port," neither the personnel nor material of the party being inspected by the customs officers.

At 4 o'clock the afternoon of arrival the prince and his following were received at the City Hall by the Mayor, and an ovation was given them.

Later in the afternoon the royal party was driven about the city in an automobile under the chaperonage of the Mayor's secretary.

San Francisco was pleasing to the eye of Crown Prince Carol as he viewed the outline of the tall buildings of the city standing in relief in the morning sun against the thick fog lying over the Golden Gate, from the deck of the Korea Maru. The young man was given an excellent view of the city as the vessel moved slowly up the bay from her anchorage grounds off Alcatraz Island to pier 34.

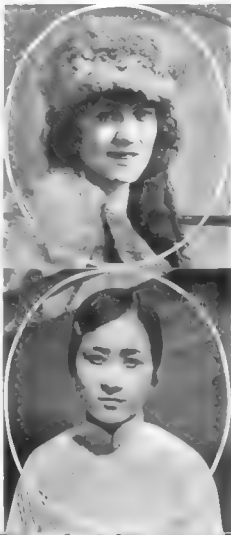
Two functions were given the night of arrival in San Francisco. The first a dinner party given by Samuel Hill of Maryhill, Wash., globe trotter and associate of royalty, and later a supper party was given in his honor by Gavin McNab, San Francisco attorney.

The guests at dinner and supper included: Prince Carol, General Constantin Gavanescu, Lieutenant-Colonel Nicolas Filidor, former Minister of Rumania to Greece, Colonel Nicolas Condesco, Engineer Tudor Posmanthier, Captain Horia Lozar, Secretary Radu Djuvara, Mayor James Rolph, Captain James G. Ord, Edward Rainey, secretary to the Mayor, Admiral Joseph L. Jayne, Audriel Muresian,

president of the Rumanian Society of San Francisco, Samuel Hill and Gavin McNab.

*In the lower circle is Mrs. Wai See Foon, wife of a prominent Chinese merchant of Hongkong, who arrived on the Persia Maru.*

*At the top is Miss S. T. Coloma, pretty Philippine miss, who with her mother came to America on the Persia Maru.*



#### Acclaimed Good Sport

Passengers on the vessel with one accord acclaimed the Prince a good sport. He joined in all the games and social pastimes during the voyage, won first prize at the masquerade ball held on board the last night at sea, and also captured first prize at shuffleboard. The Prince is not expert at modern dances, however. He was forced to sit out all dances with the exception of the one-step. He stated, however, that he hoped to master all the latest ballroom whir, according to the passengers. He mingled with all of the passengers on board, although most of his time was passed discussing topics of interest with the male passengers.

He posed in all sorts of positions for the camera men, but refused to discuss the significance of present world events.

At Honolulu the Prince, with members of his staff and other passengers on the vessel, donned a bathing suit and went canoeing. He thrilled his companions by his daring in riding a surfboard and then diving into the water far away from the small boats that had been sent along as guards.

#### Toured Egypt, India

The Prince and his party left Budapest on February 20 for Alexandria, where he was presented with a war decoration for his exploits during the siege of Jerusalem in the late war. He afterward visited Lower Egypt, Africa and India, where he was the guest of the Viceroy there. From India he went to Japan, where, at Tokyo, he was officially received by the Imperial Crown Prince of Japan, afterwards presenting a letter from the Rumanian Government to the Emperor and Empress of Japan and bestowing upon them the highest Rumanian decoration.



*That China is missing no opportunity to educate her young men is seen in the above group, who arrived on the Persia Maru, en route to the Eastern universities and colleges. They are the honor men of their own schools.*



## Personal Mention of Prominent People

Totally disproving all disparaging statements to the effect that traveling alone in Japan and China was anything but pleasant for American women, Mrs. A. S. Bridges and Mrs. M. Elaine McKenzie of San Diego returned home after a six-months' tour that carried them from Yokohama to Korea, Peking and Shanghai. Traveling alone for pleasure and study, they followed no set

*Below is Mrs. Appleton S. Bridges of San Diego (left), who, with her friend, Mrs. M. Elaine McKenzie (right) returned on the Shinyo Maru after an enjoyable six months' tour of Japan and China.*



*Above is Mrs. Harry Deans (Ginger) who returned from Japan on the Shinyo Maru after more than a year's absence.*

### Reaches America After Harrowing Experiences

With jewels and family heirlooms valued in excess of \$100,000, carried in a small handbag and relating a tale of how for two years she eluded death to herself and ten-year-old son at the hands of the Bolsheviks, forced to travel thousands of miles on roundabout ways disguised as a Serbian peasant in an effort to reach Vladivostok, Madame Vera Dmitroff, a Russian noblewoman, wife of the Colonel of the Czar's own regiment, with her son Peter arrived in San Francisco on the steamer Shinyo Maru from Yokohama. Mother and son were on their way to Paris to join her husband, who has been living there since escaping from his own country.

### RED CROSSWORK DONE

The hardships endured in reaching this country made the wildest novel seem tame in comparison, but did not daunt the brave spirit of this charming woman.



*Mrs. Vera Dmitroff, Russian noblewoman, who returned on the Shinyo Maru after harrowing experiences in Siberia.*

itinerary, but spent their time as fancy dictated—enjoying the temples, the shrines, the shops, the art collections, and all the fascinating features of life in the lands beyond the Pacific that have such a persuasive appeal to visitors.

Home again after a year's absence, Mr. and Mrs. Harry Deans were passengers on the Shinyo Maru. Deans has been in Japan as secretary to John McGregor, in charge of the mission overseeing the shipbuilding program of the United States Shipping Board in Japan, and returned after finishing the work to accept a responsible executive position with Alexander & Baldwin of San Francisco. In Yokohama the Deans were prominent in social activities and their home was the scene of much entertaining during which Mrs. Deans gained the soubriquet of "Ginger" on account of her irrepressible gaiety and joyousness.

(Continued on page 48)



## Business Binds the World Together

### Toyō Kisen Kaisha Opens Office in Chicago.

Indicating an appreciation of the business from the Middle West, of which Chicago is the industrial center, K. Doi, Manager of the Toyō Kisen Kaisha for America, has appointed K. Ueda, representative of that company in Chicago. Offices have been opened at No. 58 E. Washington Street, where full information regarding the Toyō Kisen Kaisha service is available to shippers and prospective passengers.

### Direct Rail Service Between Yokohama Piers and Tokyo Is Inaugurated

Beginning with the sailing of the Nippon Yusen Kaisha steamer Katori Maru from Yokohama for Hongkong on July 23, special trains will run from Tokyo Station to the pier to connect with departing steamers of the Nippon Yusen Kaisha and Toyō Kisen Kaisha lines.

The two companies made a request to the government more than a year ago to have this service for the convenience of their patrons and their friends, and permission has just been granted. Persons living in Tokyo are now able to connect with departing vessels to bid fare-well to friends without the inconvenience and loss of time caused by taking the electric tram from Tokyo to Yokohama and a ricksha or other conveyance from Sakuragi-cho Station to the pier.

Trains leave Tokyo Station in time to reach the pier at Yokohama one hour and a half before the departure of vessels and will return to Tokyo half an hour after sailing time. The only stops will be made at Shinagawa and Omori. The fare is the same as to Sakuragi-cho Yokohama. This service is effective with every passenger steamer operated by the two big Japanese companies sailing for either Hongkong or America.

### Hotel Conditions in Japan Show Improvement

According to latest reports, hotel conditions in Japan are now improving. Rooms are becoming more available, as the great crush of traffic is practically over. In commenting on this situation the *Miyako*, a Tokyo newspaper, says:



In the handsome structure at 58 E. Washington Street, Chicago, are the new offices of Toyō Kisen Kaisha representatives.

"One of the most convenient foreign style hotels in town is the Tokyo Station Hotel. This hotel has been very prosperous, and until very lately between 20 and 30 persons were turned away every day, but now unoccupied rooms are to be found even there.

"The Tsukiji Seiyoken Hotel and the Imperial Hotel are almost wholly devoted to the accommodation of foreigners and unengaged rooms were heretofore very seldom found, but recently there have been many empty rooms.

"Every year, at about this time, many people who are on their way to

summer resorts, write engaging rooms for two or three nights in Tokyo.

"Among the guests staying at present in the foreign style hotels, Americans are in the largest numbers, then English, French and Germans. During the months of June, July and August the number of guests in city hotels generally fall off very considerably."

All of which makes it more pleasant for travelers and shows the wisdom of planning to make the trip to the Orient now.

### Tokyo Real Estate Values Show Marked Increase

The rate in the land values of Tokyo caused by the war is 155.9 per cent. Land began to rise in price in the autumn of 1917, but the rate of appreciation increased rapidly from the end of 1918. This is attributed to the fact that commerce and industry have had an enormous development, bringing a great number of people to the metropolis, and to the fact that capitalists have begun to invest in lands. Street and other city improvements have also been a factor in raising land values.

The figure of 155.9 per cent is arrived at by taking an average of the difference of the buying and selling prices of 16 different pieces of land in the centers of Tokyo during the last 15 years. From this average rate of increase is deducted 5 per cent a year as being the rate of natural appreciation, and thus a fairly accurate percentage rate of appreciation due to the war is obtained.

Market values of land in the business sections of Tokyo are somewhat difficult to arrive at, owing to the fact that very few land transactions take place.

(Continued on page 52)





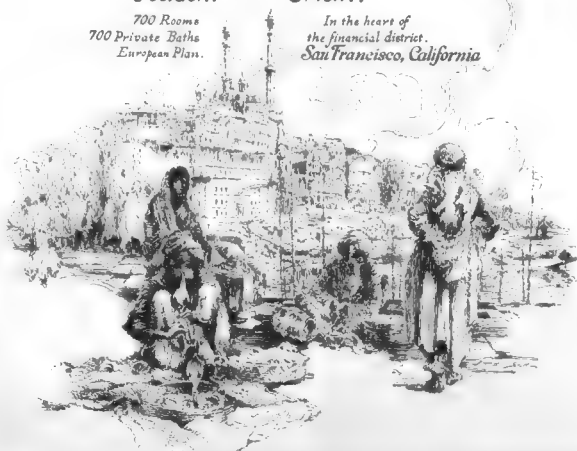
# The Palace Hotel

Management of Halsey E. Menzies.

where **Historic Ties**  
for seventy five years have bound  
the "Occident" to the "Orient."

700 Rooms  
700 Private Baths  
European Plan.

In the heart of  
the financial district.  
*San Francisco, California*



## Objections to Japanese Answered

By NIPPON EDITOR

### Assimilation of Japanese a Matter of Time.

Answers to what he termed the four main objections raised against the Japanese by anti-Japanese associations were given by Dr. T. Hiruachi, associate editor of the *Japanese-American*, in an address recently at the Kiwanis Club luncheon at the Palace Hotel, San Francisco.

Dr. Hiruachi named the chief points of argument as the alleged unassimilability of the Japanese; their tendency to live closely together in districts; their agricultural activity; and their high birth rate.

### Denies Charges

Taking up the propositions separately the speaker denied that the Japanese race cannot, and will not, assimilate with the whites. He claimed that the only difference between races is a difference of habit, but that fundamentally the human mind works the same in all peoples. The personal dislike of physical characteristics or facial expression cannot be an effective bar to assimilation, he claimed. Change the habit of the race and you change the mind, and its method of working, was his claim.

He admitted that the assimilation may be slow, as it must come through the association of future generations with the white races. But he predicted that it will come as the result of the operation of neutral forces.

"America is right in its insistence on the doctrine, 'When in Rome do as the Romans do,'" said the speaker. "But you must give us time. We cannot change our ways over night."

### Forced Into Districts

Regarding the fact that Japanese apparently prefer to live together the speaker maintained that American landlords, outside of districts set apart for their residence, are loath to rent to Japanese tenants and this results in driving the Japanese to seek homes in these districts. Furthermore there is the inborn instinct of peoples to seek their own kind, he said.

The speaker maintained that the agricultural activities of the Japanese are their contribution to the wealth and prosperity of the country and that when the ratio of population and acreage owned or leased by the two races is considered there is little

likelihood of the Japanese gaining control of California farming lands.

Turning to the birth rate argument the speaker pointed out that in Japan large families are the rule and that the birth rate of that country is on the ascendancy, while that of America is declining. He said that birth control is a debatable question and that in bearing children the Japanese women are but following out the higher laws of God and Nature. The speaker said that he, for one, would hesitate to advance any arguments to supersede this fundamental law.



**The Golden Pheasant**  
32 GEARY STREET SAN FRANCISCO  
THE RESTAURANT REFINED  
Achievements in the Art of Cook and Candy Making



**T** **Travelers**

will find the charm and comfort of home at Hotel Whitcomb. Cordial hospitality, perfect appointments and good meals all play a part in creating this home-like atmosphere for you.

¶ Then too, for business, shopping or pleasure, Hotel Whitcomb is superbly located at Civic Center. Opposite are San Francisco's beautiful public buildings and nearby the fashionable shops, theatres and financial district.

¶ 400 delightful outside rooms at Hotel Whitcomb. Rates from \$2.00. Wire for reservations at our expense. Our limousine bus meets all steamers.

**Hotel Whitcomb**  
at Civic Center  
**SAN FRANCISCO**  
J. H. van Horne, Mgr.



**WHEN visiting Los Angeles you will find it to advantage to sojourn at Hotel Clark. Every desired luxury,**

**refinement and convenience. Situated in the heart of the city. Easily accessible to theatres, stores and public buildings. Car lines to beaches, mountains, missions, just a few steps away. Write for illustrated folder.**

**FREE AUTO BUS MEETS ALL TRAINS**

**FIVE HUNDRED AND FIFTY-FIVE**

**ROOMS with private bath**  
Both European and  
American Plans  
Tariff from \$1.50



**F. M. DENRICK**  
Lessor and  
Manager





*The*  
**ST. FRANCIS**  
*One of the world's great hotels*  
*Facing Union Square*

**SAN FRANCISCO CALIFORNIA**

Anticipates the Needs of Those Accustomed to the  
Best in Accommodation and Cuisine. Within Easy  
Walking Distance of the Fashionable Shops, Theatres  
and the Financial District.

*Literature on Request.*  
Cable Address: SICNARF

*Thos. J. Coleman.*  
**Manager**



To the right is  
**Hong Kong  
Hotel**

established over  
fifty years.

The center of the  
Colony's hotel life and  
activities.



**Hotel Mansions**

is situated  
just across the  
street from

**Hong Kong Hotel**  
and is under  
the same management.

**HONG KONG HOTEL COMPANY, Limited**  
Operating

**THE LEADING HOTELS of HONG KONG**

**HONG KONG HOTEL**

**HOTEL MANSIONS**

**REPULSE BAY HOTEL**

Hongkong Hotel and Hotel Mansions are in the center of the European business district, convenient to everything. Repulse Bay Hotel is in Repulse Bay on the opposite side of the Island and offers every advantage of a modern resort and country club, including golf, swimming, sailing, etc.

**AMERICAN OR EUROPEAN PLAN**

**SPLENDID GRILL ROOM**

**JAMES H. TAGGART, Managing Director**

Below is a view of Repulse Bay Hotel the finest resort in the Far East



## MOTOR BOATING ON BIWA-KO.

(Continued from page 31)

into the Seta river, which is spanned just below the lake by the long and famous Seta bridge. As in the old days, this was a double-span bridge with a small island in the center and over it came the daimyos with their retinues and all the traffic of the Tokkaido thoroughfare en route between Tokyo and Kyoto. Hiroshige made it famous in one of his remarkable drawings which is one of the most highly prized of the entire series depicting the fifty-three stations of the Tokkaido. The present bridge is also of wood and is of considerable length but lacks the picturesqueness of the old structure that Hiroshige drew. Just beyond it, is the new iron bridge over which the railroad tracks are carried, which brings the touch of the modern incongruously into the poetry of the past. Fortunately for us, as we approached and glided under the bridge, no clanging train or shrieking locomotives were in evidence to mar the quiet loveliness of the scene.

The Seta river is broad and fairly swift. It runs between stone-walled banks and from Otsu, the town on the lakeside, just beyond the bridge, and Ishiyama, which lies some distance below is a busy thoroughfare for pleasure boats and other forms of water transportation. There were a number of launches of different sizes, but our smart craft caused quite a bit of envious comparison.

Racing with the swift current, we made splendid time and soon came to the landing at Ishiyama and its park along the waterside and the temple crowning the hill a short distance away. All along the water's edge were many people fishing, others were having their lunch, with many shouts and much gay laughter. When we tried to take their pictures they smiled at us and turned their backs in a polite way that was most amusing.

Following the crowd of people who were walking through the park toward the temple entrance, we soon came to a massive stone gate and the broad avenue lined with maple trees that leads to the temple itself. The main buildings stand on a considerable eminence and are reached by several flights of stairs. Up the first one and we came to a flat landing flagged with broad stones and shaded with trees. It ended abruptly in a sheer wall of black basalt rocks about twenty feet high, which gave the place its name, "Stony Hill Temple." On the ground above were more

buildings and the unique pagoda that held the sacred writings, now part of the national treasures. A short distance from this was an immense lantern standing in a clump of trees, while from the little summer house, called "Moon Viewing Pavilion," that stood on the very edge of the plateau, a wonderful view of the whole valley, the river, the bridge and a part of the lake could be seen. Here we lingered for a time, loath to leave the contemplative quiet and restfulness of the place.

Returning to our boat, we cruised down stream for a little distance and then making a wide circle in a masterly way, we came back up the river again. On the port side there was a fair motor road and along this we saw many motor cars bowling along, filled with pleasure seekers from Otsu and Kyoto. This, we learned, was one of the favorite short motor trips, from that city. It was along here that we had a bit of excitement, when another launch, almost as fine and equally as large as ours, tried to pass us. Our "captain," however, was a good sport and did not need our urging to "show a bit of speed" and beat them to it. On the contrary, this was just what he had been hoping would happen all day, for he "gave it the gun and put it into high," and with much noise from our exhaust we soon showed the other fellow a shining stern and a speed that he could not equal.

Out under the Seta bridge again we came, in the first dusk of the evening, and here we laid to for a few minutes to drink deep of the lovely scene that was spread before us. This was another of the eight views, called "The Evening Glow at Seta." Rocking idly on the waves we saw the sky

fade from the brilliance of the sunset to green and grey and gold, to mauve and rose, against which the bridge, black in silhouette, stood out in sharp definition. There was a silver thread in the sky that told of the new moon, and as we felt the twilight coming on, we turned and steered directly for the town of Otsu.

As we approached the shore, across the waves came a deep throbbing note, so different from any that we had heard that, instinctively, we stopped and looked at each other. Our companions, also, heard it and listened, almost reverently. It seemed to come from a grove of trees half way up the hillside—part of the temple grounds. Once, twice, three times it boomed, then was silent for a moment and again, four, five, six, and seven—a remarkable note deeper than any we had heard, sweet, low

(Continued on page 36)

## HOTEL STEWART

### SAN FRANCISCO

On Geary Street, Just off Union Square

#### Moderate Rates

Breakfast \$2c, \$3c, 75c, Lunch 75c (Sundays 75c), Dinner \$1.25 (Sundays \$1.50).

New steel, concrete and brick structure. 400 Rooms, 300 Connecting Bath Rooms. A high class hotel at very moderate rates. Homelike comfort, rather than unnecessarily expensive luxury. The Stewart is known favorably in the Orient, the Antipodes, the Hawaiian Islands and to the Tourist. In the center of the theatre and retail district. On car lines transferring to all parts of city. Motor bus meets all trains and steamers.

CHARLES A. and MARGARET STEWART, Proprietors

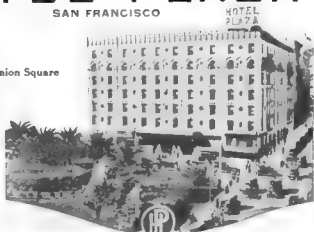
## HOTEL PLAZA

SAN FRANCISCO

STOCKTON  
and POST STS.  
on North side of Union Square

The Plaza gives the  
best values in the  
Three Important  
Things in Hotel  
Accommodation  
LOCATION  
SERVICE  
RATES

European Plan from \$2.50  
CASH, SWIFT, Manager



# EDITORIAL

(Continued from page 34)

Japanese men and women were brutally murdered and put to fiendish torture, is the greatest blot on the record of the revolutionists, which is ablaze with cruelties. Like the Lusitania incident, which capped the climax and practically drove America into war, the news of this insult to Japan aroused a wild clamor for retribution in that country. That Japan is endeavoring to bring about a peaceable solution of the Siberia question, which is one of greatest moment to that nation, is evident. That the Russians should commit these foul crimes at such a serious point of affairs seems little short of madness.

Japan, on the eve of withdrawal of her troops, has been grossly insulted and humiliated. What the next move will be is awaited with alarm and profound concern.

Major General Tsuno, Commander of the expeditionary force, is reported to have said, with tears in his eyes:

"I regret most profoundly that all our efforts to succor our countrymen have failed wholly. The cruelty of the atrocities perpetrated by the Partisans at Nikolaievsk simply defy description. The only consolation left us is the remembrance of the heroic behavior of the Japanese in the face of these atrocities, showing the true Japanese blood that flowed in their veins until the last."

## A Hopeful Sign

That the people of Japan are turning more and more to the religion of their ancestors, which may be regarded as a hopeful sign for any country, is the opinion of M. T. Sukamoto, Director of the Japanese Government Shrine Bureau.

His statement, according to the *Japan Advertiser*, is based on the fact that the collections of money at the various shrines in the Empire have shown very marked increases in the past year. As the shrines are supported

almost entirely by the contributions of worshippers, no better indication of their zeal can be found than its expression in terms of money.

Shrines collecting more than ¥10,000 a year in offerings a few years ago numbered nine in all Japan, but this number has been increased to fourteen recently.

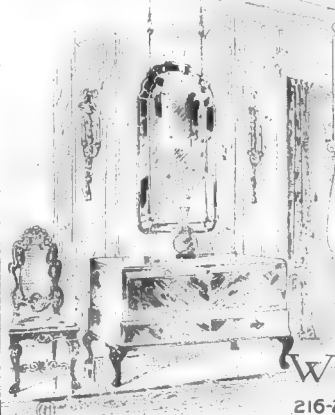
The following is the amount of offering money collected by the fourteen different shrines:

Daijingu in Ise	¥209,096
Kompira Jinsha in Sanuki	85,395
Inari Jinsha in Fushimi (near Kyoto)	54,442
Atsuta Jinsha in Owari	41,875
Toshogu in Nikko	39,721
Taisha in Izumo	29,234
Yahiko Jinsha in Echigo	21,903
Iwa Shimizu Hachimangu in Kyoto	21,281
Shiogama Jinsha in Sendai	19,663
Tenmangu Kitano in Kyoto	19,608
Sumiyoshi Jinsha in Sakai	17,227
Futa Ara Jinsha in Nikko	15,831
Yasaka Jinsha in Kyoto	14,376
Itsukushima Jinsha (Miyajima) in Hiroshima	14,375

## Minerals in South China

Coal of rather poor quality is found in abundance near Kaying. It is mined by crude methods and carried by women into the city. Probably a better quality could be found if proper prospecting were carried out by men who could distinguish between the different grades of coal, and facilities for transportation were to be had. Graphite is also said to exist in the same region. No expert examination of the mineral wealth of this district has ever been made.

The lime used in the larger part of this region is produced by burning oyster and other shells fished up from the sea. The industry affords a livelihood for thousands of people. The product, of course, is inferior to stone lime.



SLOANE

T

THERE is no real Economy without Quality.

The name "Sloane" is an assurance of Quality in Furnishings; the Economy is two-fold—moderate cost and enduring worth.

FURNITURE · CARPETS  
ORIENTAL RUGS · DOMESTIC RUGS  
INTERIOR DECORATING

ESTABLISHED 1843

W & J SLOANE

216-228 SUTTER ST SAN FRANCISCO





## ORIENTAL HOTEL—KOBE

### FINEST IN THE FAR EAST

*Located on the Bund and in the Center of the Business Section of the City.*

*Five minutes' walk from Sannomiya Station and the American Haloba. Roof Garden Commanding Unobstructed view of Harbor and City with Hills in the Background.*

*Fireproof, Steel, Stone and Brick Building.*

*Hot and Cold Running Water in Every Room.*

*Electric Elevator Service.*

*Steam Heat in Every Room.*

*Telephones in Every Room.*

*Best Orchestra in Japan.*

*Large and Handsome Foyer.*

*European Steward.*



View of the New Ballroom Oriental Hotel, Kobe

### NEW BANQUET BALLROOM AND THEATRE

*Just Completed and  
Now Open for*

PRIVATE DANCES  
BANQUETS  
RECEPTIONS  
THEATRICALS

DINNERS  
LECTURES  
CONCERTS

MOTION PICTURES  
and Meetings of all kinds

BANQUET CAPACITY  
350 PERSONS  
European Steward  
in Charge

CONCERT CAPACITY  
700 PERSONS  
Completely equipped  
stage with scenery, lights  
and dressing rooms.

Telephones Sannomiya 741 L. D. 1954 & 1597  
Cable Address: "Oriental" KOBE

Rates on Application  
American Plan

Under the Personal Direction of  
**KENT W. CLARK**

# Pershing Square, New York City

WITHOUT a visit to New York, now become the great financial, business, art, literary and social capital of the world, a traveler cannot really know America. Arriving in New York from the Far East by way of the West, one alights at the Grand Central Terminal, in front of which, and named after the Commander-in-Chief of the American Expeditionary Forces in Europe, is

## PERSHING SQUARE

Facing Pershing Square or adjoining the Terminal, are five of the world's greatest hotels—in fact, it is these hotels, with the Terminal, that make the Square a center of wonderful monumental architecture—for these great structures strikingly symbolize the energy, strength and power

distinctive of the American spirit in building. Pershing Square is not only one of the great nerve centers of New York, but from it flow in every direction the great arteries of transportation, the subways, elevated and surface cars that reach every part of Greater New York. Fifth Avenue, the fashionable shopping district, is only one block away, and the majority of clubs and theatres are within a few minutes' walk.

The hotels of Pershing Square, five in number, are THE BILTMORE, THE COMMODORE, THE MANHATTAN, THE BELMONT and THE MURRAY HILL. Each has its own subway entrance. All these, together with the ANSONIA, a great hotel at Broadway and Seventy-third Street, are under the direction of

JOHN McE. BOWMAN, *President*

## THE BILTMORE

Forty-third Street and Madison Avenue

If you were to ask which of the New York hotels typifies all that is best and brightest in American social life, there could be but one answer. To the Biltmore come the men of affairs and the men and women of social position from every part of the world. Foremost always in the adoption of new features that make for the



THE MURRAY HILL. (Proposed)

New Park Ave. Viaduct

HOTEL BELMONT

HOTEL MANHATTAN

# -and America's Foremost Hotels

happiness and pleasure of its patrons, it is recognized as the smartest place in the city at luncheon, tea time, dinner and supper, when always fashionable throngs are in attendance. Who has not heard of its Italian Garden, its Cascades and its cuisine? The Biltmore is under the personal direction of

JOHN McE. BOWMAN

## THE COMMODORE

Forty-second Street adjoining Grand Central Terminal

This newest and most distinctive of all hotels, opened January 28th, 1919, was planned and constructed so that expense of operation could be reduced to a minimum. This makes it possible for THE COMMODORE to be the most moderate priced hotel in the world for the advantages offered. Its Lobby, a great Italian Courtyard, is the largest hotel lobby, and its grand ballroom, which will seat 3000, is the largest ballroom; and with its 2000 rooms and 2000 baths, it can entertain comfortably more guests than any hotel in the world.

GEORGE W. SWEENEY, *Vice-President and Managing Director*

## HOTEL MANHATTAN

Forty-second Street and Madison Avenue

The HOTEL MANHATTAN has long enjoyed the prestige that comes from patronage by people who wish the best of everything. It is convenient to the fashionable shopping and theatre

districts. The lobby, which is famous for its mural decorations is also noted for its hospitable atmosphere, giving the appearance of a great club room.

PAUL B. BODEN, *Vice President and Managing Director*

## HOTEL BELMONT

Forty-second Street and Park Avenue

Ever since the Belmont was opened, it has been the stopping-place of men prominent in finance, business and the professions. The unusual size of its living rooms, the sleeping rooms, its fine furnishings—in general its quiet, unobtrusive luxury, combined with the highest degree of comfort and convenience—stamp it with a distinction that appeals to travelers who appreciate these things.

JAMES WOODS, *Vice President and Managing Director*

## MURRAY HILL HOTEL

Park Avenue and Forty-first Street

Two generations of patrons have enjoyed and esteemed the present MURRAY HILL HOTEL and its popularity has never waned. It is a big, homelike hotel and famed for comfort, but it will give way in the near future to a great NEW MURRAY HILL, which is to be the last word in hotel construction for a long time to come. This will be the tallest hotel building in the world.

JAMES WOODS, *Vice President and Managing Director*



THE BILTMORE : Grand Central Terminal

THE COMMODORE





James Bull (left) and Miss Aimee Raisch (right), who were among the arrivals on the Korea Maru.

#### PERSONAL MENTION

(Continued from page 37)

Returning from an extended tour of the Orient, which included the principal cities of Japan and China, Miss Aimee Raisch, well known San Francisco society girl, arrived on the Korea Maru. Miss Raisch made the voyage for recreation, but during her stay in the Far East, made a very careful study of conditions there. She was lavishly entertained in Shanghai and Peking, where she has many friends, as well as in the local colonies of Yokohama and Tokyo.

The smiling gentleman shown beside Miss Raisch in the engraving above is James Bull, formerly commander in the United States Navy, who returned on the Korea Maru, after a business trip to Japan. The camera man was fortunate in catching these two popular passengers as part of a group on the upper deck, just before the vessel docked.

Among the prominent Japanese business men who returned to their own country after lengthy visits in America were K. Hirooka, president of the Kashima Bank of Osaka; Professor T. Inai of the Imperial University, Tokyo; T. Mitsui, son of Baron T. Mitsui, one of Japan's foremost captains of industry; K. Kawai, president of the Yokohama Rubber Co.; R. Iwanami, director Far Eastern Condensed Milk Co., and S. Tan-zawa, director Safety First Co.

Coming to visit her big brother, whom she had not seen for fourteen years, Salud Villarreal Santa Coloma, pretty sixteen-year-old daughter of a prominent family of Manila, arrived on the steamer Persia Maru. Her brother is Vicente Aynala, a young business man of this city, who left his home to enter business here fourteen years ago. Miss Coloma was accompanied by her mother.

Miss Coloma is a graduate of the College of the Philippines, and plans to enter the University of California at the next semester.

Their stateroom a bower of flowers, with bon voyage boxes of fruit and candy overflowing into the passageways, Wm. Craig and wife held an impromptu reception in the Social Hall just before sailing on the Shinyo Maru. Craig was formerly purchas-

ing agent for the Spreckels Sugar Company of San Francisco and sailed for Manila, where he is to be manager of one of the big sugar plants.

Sailing on the Shinyo Maru on a pleasure jaunt to Japan and China was Judge Frederick W. Henshaw and Mrs. Henshaw. Judge Henshaw is an experienced traveler and a great enthusiast about Japan, having made a number of visits to that country. The Henshaws are on pleasure and will be gone for several months.

C. H. Moritz, vice-president of the Aluminum Co. of America, with headquarters in Pittsburgh, was a passenger for Japan on the Shinyo Maru. This company has some ambitious construction plans in Japan and has had its engineers over there for some time on development work. After an extended stay in Tokyo and other Japanese cities Mr. Moritz will go on to China, Philippines and Hongkong. He is accompanied by Mrs. Moritz.

J. F. Rock, who is a plant expert with the U. S. Department of Agriculture, sailed for Japan on the Shinyo Maru. He will investigate plant life and plant diseases while there.

"Tourists are cordially invited to attend our daily flower show"

**PODESTA &  
BALDOCCHI**

**Florists**

Mail or Telegraphic Orders Most  
Carefully Executed  
**224-226 GRANT AVE.**  
**San Francisco**

**THE FIREMAN'S FUND**  
**is in the front rank**  
**in fire, marine and**  
**automobile insurance.**

# PERSONAL MENTION

(Continued from page 48)

## F. J. Starr Brings Interesting Story of Japan's Condition

War between the United States and Japan is foreign to the ideas of Japanese people, declared F. J. Starr, financier of the Far East and one of the best-known Americans in the business life of Japan, who arrived on the steamer Persia Maru. Starr states that he is in the United States to place an order for \$25,000,000 worth of steel, one of the largest orders of its kind ever contracted for by Japan in this country. The steel will be used, according to Starr, for the purpose of broad-gauging the 6,000 miles of the Imperial railways in Japan. At present the roads are of the narrow-gauge type, and as soon as the steel is delivered they will become standardized.

Speaking of the financial crisis, Starr said that it was his opinion and that of other business men of Japan that the condition was deliberately brought about by the Japanese Government, which saw the grave danger that was facing the country because of hordes of speculators known as Narikens (war-made millionaires) forcing the cost of living skyward despite efforts of the Government to curtail their operations. Following the action of the financial upheaval, thousands of these speculators went broke, and are now called Narihens (war losers). These operators lost millions of yen when the financial slump descended upon Japan without warning, according to Starr. However, he said, the country is fast regaining its stability financially, and before long the money situation will become normal again. Starr stated that the Bank of Japan has plenty of money and is financing other banks that were caught through over-speculating and have suffered reverses.

Starr, besides operating his own interests in Japan, is consulting engineer and adviser to the Imperial Railroad of Japan, and acts in the same capacity for the Imperial Japanese army and navy. He will spend six months in the United States before returning to Tokyo.

The agitation now being waged on the Pacific Coast against the Japanese is not helping American business, said Starr, who declared that British interests were taking advantage of the situation to make inroads into business formerly handled exclusively by Americans.

Arriving on the S. S. Persia Maru, was Mr. A. Doney, who has returned from Japan on a business and pleasure trip. He is a constructing engineer, and has been associated with the Asano Cement Company in the erection of a number of their plants, which he states are among the most complete factories of their kind in the world.

With the departure of the Korea Maru in late August, the first delegates to the International Sunday School Convention, which is to be held in Japan in early October, took their departure. In addition to these the Korea took a number of very prominent professional and business people enroute to Japan and China. Among these were Mr. and Mrs. Chas. F. Massey of Chicago. The Masseys were in the Orient last year for an extended tour, which took them all over Japan, China and the Philippines. During their visit to the latter place, Mr. Massey made a lengthy cruise on his yacht through a number of the lesser known islands of the Archipelago. He is the chairman of the Board of Directors of the Massey Concrete Products Corporation.

(Continued on page 51)

JAPAN

## LIGHT

That Dark Corner Or Yard With An

### ACETYLENE FLARE LIGHT

We carry them in stock in San Francisco, Cal.

ALSO  
Safety Appliances

OXY-ACETYLENE APPARATUS  
AT FACTORY PRICES

Write for our full Catalogue Dept. "J"



E. D. BULLARD

268 Market St. San Francisco, Cal.



## The Colonel says:

Real worth is found in the Colonel Ball and that is why it has been so universally adopted by good golfers as reliable in flight, true in putting, and durable in use.

### COLONEL GOLF BALLS

\$1.00 Each. \$12.00 Per Doz.

In the familiar Meshed Marking or the popular new Dimpled Marking.

### ST. MUNGO MFG. CO., OF AMERICA

121-123 Sylvan Avenue,  
Newark, N. J.

New York, 36 Warren St. Boston, 143 Federal St.  
Philadelphia, 120 Chestnut St. Chicago, 36 S. State St.  
San Francisco, 46 Kearny St.



SMALL SIZE  
NON-FLOATER



# HOTELS

## IN JAPAN & MANCHURIA



### Members of JAPAN HOTEL ASSOCIATION

RATES FOR AVERAGE SINGLE ROOMS WITHOUT BATH (Meals Included)

Y 12 - 15 in cities, etc.

Y 8 - 10 in country districts.

#### IN JAPAN PROPER

CHUZENJI (NIKKO):—  
LAKESIDE HOTEL  
KAMAKURA:—  
KAMIN HOTEL  
KARUIZAWA:—  
MIKASA HOTEL  
KOBE:—  
ORIENTAL HOTEL  
TOR HOTEL

KYOTO:—  
KYOTO HOTEL  
MIYAKO HOTEL  
MATSUBISHI:—  
PARK HOTEL  
MIYAJIMA:—  
MIYAJIMA HOTEL  
MIYANOSHITA:—  
FUJIYA HOTEL

NARA:—  
NARA HOTEL  
NIKKO:—  
KANAWA HOTEL  
NIKKO HOTEL  
OSAKA:—  
OSAKA HOTEL  
SHIMONOSEKI:—  
SAN-YO HOTEL

SHIZUOKA:—  
DAITOKWAN HOTEL  
TOKYO:—  
IMPERIAL HOTEL  
TOKYO STATION HOTEL  
TSUKIJI SEIVOKEN HOTEL  
YOKOHAMA:—  
GRAND HOTEL

#### IN TAIWAN (FORMOSA)

TAIHOKU:—

TAIWAN RAILWAY HOTEL

#### IN CHOSŌN

KEŌJO (SEOUL):—  
CHOSŌN HOTEL  
FUSAN:—  
FUSAN STATION HOTEL  
SHINGISHU:—  
SHINGISHU STATION HOTEL

#### IN MANCHURIA

CHANGCHUN:—  
YAMATO HOTEL  
DAIREN:—  
YAMATO HOTEL  
HOSHIGAUARA:—  
YAMATO HOTEL  
HOTEN (MUKDEN):—  
YAMATO HOTEL  
RYOJUN (PORT ARTHUR):—  
YAMATO HOTEL

"JAPAN," A Handy Guide Book Distributed Free!  
Apply for literature Offices of JAPAN TOURIST BUREAU, Tokyo, Yokohama, Kobe, Nagasaki, etc.  
and information to Offices of THOS. COOK & SON.  
SECRETARY OF THE ASSN., c/o Traffic Bureau, Dept. ■ Riys., Tokyo.





## BUSINESS BINDS THE WORLD

(Continued from page 38)

**Bright Outlook for Nation Is Seen By a Japanese Banker Returning From Extended Visit to Native Land.**

"Japan, having been the first nation to undergo a commercial and financial upheaval following its war activity, will probably be the first country to recover and fully restore itself in the commercial world," said S. Koh, manager of the Sumitomo Bank at San Francisco, when he returned to San Francisco on the steamer Korea Maru after spending three months studying the outlook in Japan.

"The present situation is admittedly serious, but there is a bright outlook ahead," he continued. "During June and July concern was felt for the stability of several large Japanese firms, but they were able to recover their balance."

"The banks are doing their utmost to assist the merchants. The Bank of Japan and the Industrial Bank of Japan, both government controlled, are making loans against realty holdings as security, which is new in Japanese financial procedure. While no one can make an accurate statement as to how soon the situation will clear, I feel that the bottom has been reached."

## PERSONAL MENTION

(Continued from page 49)

**Red Cross Division Manager Sails for the Far East**

Major Emmet W. White, Manager of the Insular and Foreign Division, American Red Cross, was a passenger on the S. S. Shinyo Maru for the Far East, where he will visit many of the chapters of the Division and dispose of other important business of the organization.

Major White will make a brief visit to the Japan Chapter Headquarters and to the Headquarters of the China Central Committee at Shanghai, and chapters at Peking, Hongkong, and possibly other Chinese cities. He will also visit the American forces stationed at Tientsin, near Peking.

The final objective of the mission is Manila, where the Manager will spend some time in conference with the officers of the Philippines Chapter and in inspecting its many branches. This is one of the most important chapters of the American Red Cross and it is probable that several weeks will be spent in visiting branches there.

**Young Couple Return After Thrilling Experiences in Hawaiian Islands**

A last ride in an outrigger canoe before they were to bid bon voyage to the Hawaiian Islands after six weeks there on their honeymoon nearly proved disastrous for J. G. Lewisohn, prominent merchant of Oklahoma, and his young bride, who arrived on the liner Persia Maru en route to their home.

The day before they were to sail the young couple decided to take a farewell ride in the canoe. They set out from Haliewa and proceeded along the edge of the shore where a number of Chinese maidens were in bathing. Suddenly the canoeists were startled to hear the screams of the bathers as a huge man-eating shark was swept over the coral reefs by a huge wave. The bathers made a wild scramble for safety. The canoe containing Lewisohn and his bride threatened to capsize owing to the thrashing around of the animal in its efforts to escape over the reef. Time and again the occupants of the canoe were threatened by the actions of the shark as it approached their little craft, swishing its tail and sending the water over the sides of their rocking canoe, threatening to hurl them into the water.

Aroused by the frantic cries of the bathers, who had succeeded in reaching shore, several Chinese fishermen succeeded in killing the shark, which, when brought to shore, measured twenty-five feet, and was declared by its captors to be one of the largest of its kind ever seen in those waters.

N. Takeuchi, President of the Nippon Menka, one of the largest cotton companies in Dallas, Texas, sailed for Japan on the Korea Maru for a short business visit with his associates on the other side.

The importance of the moving picture business in Japan was emphasized by Kenzo Taguchi, one of the directors of the Shochiku Film Company of Tokyo, who sailed for Japan on the Korea Maru, after a visit of several months in this country. During his stay he visited the leading moving picture production studios and distributing corporations, making new connections which will insure the Japanese patrons of the screen drama

the very latest American features. The moving pictures are extremely popular in Japan and the adaptation of American stories has met with great success.

Chas. Francis, Commissioner of Conciliation and Industrial Representative of the United States Labor Department was a passenger on the Korea Maru, en route for Japan and Manila. He was accompanied by his daughter, Mrs. Lillian Fitch.

Daniel Mallouk, lace expert of New York City, who has spent the past six months in Japan and Shanghai, returned home on the Korea Maru. One of his first questions was concerning his friend Chester Doyle, hotel ambassador and bon vivant, whom he had heard was seriously ill in this city. On being assured that he had entirely recovered from his indisposition and was in New York, Mallouk hastened East to meet him.

Christopher Miles, who has been associated with John McGregor, head of the United States ship construction program in the Far East for over a year, was a passenger on the Korea Maru. After a few days in San Francisco, he reported to Washington to turn in his reports.

Dr. C. J. Bernard, for many years superintendent of the tea experiment station managed by the Tea Planters' Association in Java, reached San Francisco from Java on the Korea Maru. He inspected the tea plantations in Uji, which is one of Japan's

(Continued on Page 52)

No other school of medicine offers the safety from drugging you will find in Homeopathy.

**NEURITIS**  
IS NERVE INFLAMMATION  
and can be cured by reducing nerve inflammation.

— FOR —

That sharp darting pain in the shoulder, nape of the neck, along the forearm, wandering pain causing a sense of numbness in the fingers or toes, Neuralgia, Stiff neck, Sciatica and Sick Headaches.

TAKE

Eopa

**NEURITIS TABLETS**

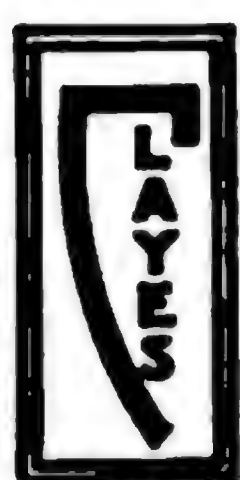
Price \$2.60

Foreign Postage 12 cents  
Mailed anywhere on receipt of price**Boericke & Runyon Co.**

140 Powell St.

San Francisco

Homeopathic Pharmacists since 1870



The Things you didn't see in the Orient are at

**Miss Clayes****Oriental Applied Arts**284 Post St. San Francisco  
(Below Union Square)



At Home, at the Club, Cafe or Hotel  
**CASWELL'S COFFEE**

*always satisfactory*

**Geo. W. Caswell Company**

Phone Sutter 6654 442-452 Second St. San Francisco, Cal.

**Sold With A Guarantee**

## Travel

### The American Express Tours and Cruises

are planned and carried out on a high plane of excellence. All Accommodations are the best available. Experienced conductors, branch offices and connections around the world, and advance reservations make touring a pleasure for American Express travelers.

#### The Orient

tours arranged for next fall include visits to Japan, Korea, Manchuria, China, The Philippines and Java. Each party limited to fifteen. Departures from San Francisco September, October, November, and December. Special cruise to the South Sea Islands sailing October 20.

#### Around the World

Six tours visiting the principal cities of the world. Four will start in September, October, November, and December sailing west, and two in October and November sailing east. Parties limited to twelve. All accommodations the best available.

#### Independent

and conducted tours to Europe, South America, California, and Florida.

#### Information

may be secured by writing Department N. G. of the American Express Company, 65 Broadway, New York.

## AMERICAN EXPRESS COMPANY

Head Office: 65 Broadway, New York

Offices or Correspondents Everywhere

principal tea producing places, near Kyoto, during his stay there. Dr. Bernard, who is a Swiss, was accompanied by his family. He returned home on a leave, going by way of the United States.



Captain M. Jin

### RECEIVES NEW DECORATION

During the festivities of the Sayonara evening on the Korea Maru just before reaching San Francisco, Captain Mikiya Jin, commander of the ship, was given a delightful surprise by Prince Carol of Roumania, who made the voyage with him. After a short speech in which he commended Captain Jin for his remarkable handling of the ship, the excellence of discipline maintained thereon and the general efficiency of all members of the crew from those in the stoke hole to the chief officer, the Prince pinned on his breast the silver star of Roumania, one of the first class decorations of that country. Captain Jin has been decorated a number of times before and received honorable mention for his handling of the Seiyō Maru in the Atlantic waters during the war.

### BUSINESS BINDS THE WORLD

(Continued from page 38)

### 9-STORY STRUCTURE PLANNED FOR TOKYO

Plans for a nine-story building, to be the highest in Japan, were brought back from America by Dr. K. Sakurai, engineer for the Mitsubishi Shoji Kaisha, who arrived at Yokohama, says the *Japan Advertiser*. The building, according to present plans, will stand in front of Tokyo Central Station, across the street from what is now Tokyo's finest office building, the Kaijo Building.

The ground floor is to be occupied by stores and the other eight by offices. Construction is to begin soon and the building is to be finished within two years.

## Transformation of Formosa From Head Hunting to Industry A Credit to Japanese Rule

That Japan is doing a notable work in colonial administration in the island of Formosa (or Taiwan, as it is officially known in Japanese), is the opinion of Dr. H. H. Powers of the University of Travel Bureau, who recently conducted a party of tourists from America into the mountain fastnesses of that little known island.

The party, which sailed from Nagasaki for Keelung on an O. S. K. steamer a few weeks ago, consisted of ten persons. Four of the party remained in Taihoku, but Dr. Powers and five ladies, one of them 65 years old, penetrated into the interior of Nanto Province, practically in the center of the island. They reached a

village called Musha, inhabited by head-hunting aborigines, 50 miles from a real railroad. Most of the journey from the railway was made on push cars, which ran on light railway tracks, about 18-inch gauge, and are pushed by coolies. The last few miles the party had to walk. According to Dr. Powers, only two white women are known to have penetrated so far before.

In the village the American tourists were struck by the strange spectacle of the children of head-hunters in school doing their sums in both Arabic and Japanese numerals. One lad was sent to a large map of the United States and when told where the members of the party came from, pointed out the locality on the map. The

schools are conducted in the Japanese language.

### Teach Natives Truck Gardening

The Governor of Nanto Province, Dr. Powers said, impressed him as a wide-awake administrator with a real desire to help the people he governed. He conceived the idea that all the police administration of his province should be in the native tongue and as a starter he sent one of his young policemen, a Japanese, up into one of the mountain villages and told him to stay there until he learned the language. The policeman returned safely after four months, having mastered the very primitive native tongue, and since then that policeman has instructed every other junsu that has gone into the district.

The head-hunters are also being taught some of the principles of agriculture. Dr. Powers was shown a model truck garden in one of the villages in which the policemen of the post showed the natives how to cultivate vegetables and fruits. He was also told of a new "police post" that was to be established in which the force was to be composed entirely of graduates of the Imperial College of Agriculture and which would in reality be an agricultural experiment station.

### Aborigines Worth the Effort

The aborigines of Formosa are, in Dr. Powers' opinion, fine racial stock, fully worth the effort to civilize them. Dr. Powers, who is famous as a world traveler, said that he had always thought the efforts of more advanced races to "save" the few remnants of the savage races of the world were mere "puttering" and wasted effort, but that he came away from Formosa convinced that the head-hunters were worth the "saving" and that the Japanese are accomplishing this work in a manner that compares favorably with the best colonial administrative work to the credit of the British Empire or of the United States. Missionaries in the island had told him, he said, that it was impossible for one who had not seen it to conceive of the transformation that the Japanese have wrought in Formosa in the quarter of a century they have held it.

"I shall do everything I can," said Dr. Powers, "to encourage Americans to visit Formosa and see the work the Japanese are doing there. There is scenery there that compares with any in the world. There is a comfortable railway hotel in Taihoku and everywhere in the interior there are clean, comfortable Japanese inns. No matter how far one goes from the main track one is sure to find some sort of Japanese inn."

**"The Quality Coffee of America!"**

**M. J. B. COFFEE—WHY?**



**Vacuum Packed in Tins**

Remains Fresh Indefinitely—  
SUITABLE FOR SHIPMENT TO  
ANY PART OF THE WORLD.

*First in Flavor—Unsurpassed in Quality  
and Economy. Every Can Guaranteed.*

**M. J. Brandenstein & Co.**

655 THIRD STREET

SAN FRANCISCO, CALIF.

**Metropolitan Laundry Co.**

**For  
STEAMSHIPS, RAILROADS  
HOTELS, RESTAURANTS  
ALSO FAMILY TRADE**

Telephone Market 2170

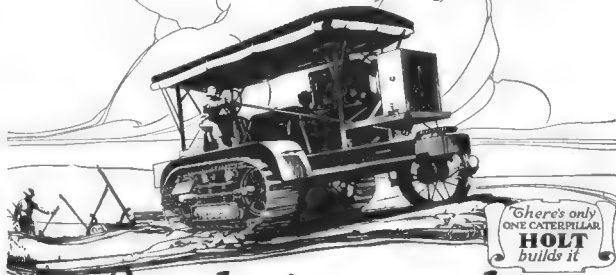
**We Have a Parcel Post Service for Out-of-Town  
Customers**

**SAN FRANCISCO**

# The CATERPILLAR

Reg. U.S. Pat. Off.

## TRACTOR



### *a farm-business machine*

Built into every "Caterpillar" Tractor is a big, sound farming-business principle: lowest cost per working hour.

To the manufacturer this principle demands the construction of the very best, the most efficient machine manufacturing skill can produce—a machine accurate to a hair's breadth in every detail—one that stands up under the heaviest work any tractor can be called upon to perform.

To you this principle means that the "Caterpillar" Tractor will pay back in shortest time every dollar you invest in it. It is a farming-business proposition pure and simple. It enables you to

plow better and more economically; it enables you to cultivate better and more economically; it enables you to harvest better and more economically.

"Caterpillar" Tractor owners all over the world have proved the truth of these statements. The "Caterpillar" Tractor's record in war and in peace is a story of exceptional performance at lowest cost per working hour.

If you are interested in cutting down your farming expenses by modern tractor methods—write today for the story of the "Caterpillar" Tractor so that you can judge for yourself.

## THE HOLT MANUFACTURING COMPANY

San Francisco

STOCKTON, CALIF.

PEORIA, ILL.

Los Angeles

MITSUI & CO., Ltd.  
Japan, Formosa, Korea and Manchuria

PACIFIC COMMERCIAL CO.  
Philippine Islands

DAVIS & COMPANY, Ltd.  
Singapore and Dutch East Indies



## Czarina's Jewels and Family Treasures Find Home in America

Rescued from the hands of rum-crazed soldiers, intent on looting the Winter Palace in Petrograd, under the Kerensky regime, a number of trinkets and articles of jewelry intimately associated with the family life of the dethroned monarch, are now in safe keeping of a bank in Worcester, Mass.

The soldiers had looted the palace from the cellar to the roof and seemed to take especial joy in the various trinkets and baubles found in the apartments of the Czarina and her unfortunate daughters.

Rev. Dr. Findlay, an American, seeing them carrying off these wonderful things, succeeded in persuading them to accept American gold for these articles, whose worth the ignorant peasants could not appreciate.

### Baptismal Bowl of Silver

The ancient baptismal bowl is small, of silver, with an exquisite flower design on its exterior, which is carried out on the centerpiece inside the bowl. The flower motif is inlaid in gold leaf on a rich, old blue enamel background, with the petals of the flowers, which number hundreds, set in pearls and other precious stones. Tiffany of New York recently valued this treasure at \$2,000.

The most gorgeous object of the collection is the large fan. The long white feathers are mounted on carefully selected mother of pearl sticks. On one corner of the fan is a coffee stain, the story of which was told to Dr. Findlay by Tatiana, the second daughter of the Czar, not long before her tragic death. The stain came upon the fan at a reception which the Czarina attended, and she was greatly distressed at the accident, which, however, does not affect the valuation of the fan, which Tiffany put at \$5,000.

### Bracelets 600 Years Old

Two quaint silver bracelets, 600 years old, which were taken by a soldier from the Czarina's apartments, are also in the collection. The old-fashioned design of the engraving as well as the shape of the bracelets bespeaks their antiquity.

Included in the historic curios are a knife, fork and skewer, said to be among the first made in Europe. The short ivory handles are oddly engraved, and all three show beauty of design and proportion. These were among the curios at the Winter Palace.

## FOREIGN MONEYS

# Yen : Sterling : Roubles Dollars, Etc.

We invite travelers to call in connection with the sale or purchase of foreign moneys and encashment of letters of credit.  
All commercial banking transactions handled.

## The Crocker National Bank of San Francisco

### GETZ BROS. & CO.

(Incorporated)

Leading  
Importers — Exporters  
of Pacific Coast

### WHOLESALE GROCERS

530-542 Davis St.  
San Francisco, California

C. A. Maydwell, President Cable Address: "Maydwell"  
Codes: Western Union, A. B. C. Fifth Edition  
A. B. C. Fifth Edition (Improved), Lieber's and Bentley's  
**THE MAYDWELL COMPANY**  
(INCORPORATED)

IMPORTERS AND EXPORTERS  
IRON & STEEL PRODUCTS  
Nuts, Bolts, Ship Rivets, Plates, Sheets, etc.  
SHELDON BUILDING, MARKET AT FIRST STREET  
SAN FRANCISCO, U. S. A.  
Branch Office 73 Madison Street, Seattle, Wash.

G. F. Newell J. H. Marshall  
**Marshall - Newell Supply Co.**  
Incorporated  
ENGINEERS' AND MACHINISTS'  
SUPPLIES AND GENERAL  
HARDWARE  
SPEAR AND MISSION STS.  
Phone Sutter 6585 San Francisco, Cal.



"FASHION"

Excellent Service  
Consistent Prices

*Craftsmanship above the ordinary*

PLUS THE PROPER STYLE  
are successfully combined  
in every Suit or Overcoat  
tailored in our shops.

## OHLSON & HOLMES

### TAILORS

SAN FRANCISCO  
French Bank Building, 4th Floor  
110 Sutter Street



# THE KOSTER COMPANY

433 CALIFORNIA STREET  
SAN FRANCISCO

AMERICAN & FOREIGN  
DEVELOPMENT

Exporters of

## BARREL SHOOKS

Agents for

CALIFORNIA BARREL CO.  
PEKIN COOPERAGE CO.  
WESTERN COOPERAGE CO.

CABLE ADDRESS:  
"KOSTER"  
ALL CODES

## BAYLE, LACOSTE & CO.

Wholesale and Retail Dealers in  
Tripe, Calves' Heads and Feet, Brains, Tongues,  
Sweetbread, Livers and Ox Tails

California Market  
444 Pine Street

Phones:  
Office, Douglas 3738 Factory, Butchertown 30  
San Francisco, Cal.

## HOPS AND MALT

FROM  
THE LARGEST HOP-GROWERS  
IN THE WORLD

Manufacturers of Choice  
California  
Chevalier and Bay Malt

We grow hops on our own lands in  
the best hop growing districts of  
California, Oregon, Washington and  
British Columbia. Write for samples.

Cable Address—all offices:  
CLEMHORST—all codes

E. Clemens Horst Co.  
San Francisco New York London

Toyo Kisen Kaisha Portland-Japan  
Service to Open in September.  
Seiyo Maru to Inaugurate  
the New Line.

With the arrival of the Seiyo Maru, great carrier of Toyo Kisen Kaisha, in Portland the middle of September, the new Portland-Japan line will be definitely established. This service, which was arranged by K. Doi, Manager of Toyo Kisen Kaisha and the leading business men of Portland, puts that city definitely on the trans-Pacific map with a regularly established connection to Japan and Far East ports. Other ships will be added as the business of the port may warrant. George Powell, president of the Oregon-Pacific Company, who has been a dominant factor in the development of the new line, has been appointed agent for Toyo Kisen Kaisha in the Portland territory.

## MOTOR BOATING ON BIWA-KO.

(Continued from page 43)

and wonderfully clear, yet with a peculiar sobbing, sorrowing tone like the sound of one in anguish. Coming upon us from out of the gathering gloom on the hillside, and moaning across the waters, it cast an eerie spell upon us all, which was only broken when Tomi, after the last whisper had passed away, announced almost under his breath, "the deep tone of the evening bell at Miidera."

This bell, while not one of the largest in Japan, is one of the sweetest toned, and situated as it is, in the wood overlooking the water, is by far the most individual. It also has quite a history. According to the legend, it was cast for this temple, but was carried off by the Benkei, the Japanese Hercules, and taken to the monastery situated on the top of Mt. Hiei, the tallest mountain in this region. Here they erected a tall tower for it and reckoned it as one of their most valued possessions. When the tower was completed and the bell first sounded as a call to worship, the priests found to their great disgust that instead of the sweet silvery peal for which it had been famous in its own home, all they could get from it was one long, monotonous note, more like a wail than a bell note, that sounded like the Japanese expression for "I want to go back to Miidera."

All attempts to change its tone met with failure. Every time it was sounded it sent its mournful homesick cry wailing down the mountain sides and through the sacred groves, protesting to all the world that it was wrongfully held away from its

## LEVENSON COMPANY

Established 1878

Outlery, Hardware, Hotel Ware, Kitchen Ware  
Tin Ware, Willow Ware, Wooden Ware  
Aluminum Ware, Janitorial Supplies

835-837 MARKET ST., SAN FRANCISCO  
(Formerly Front and Pine Sts.)

## Schweitzer & Co., Inc.

Wholesale Butchers  
and Meat Jobbers

Importers of  
AUSTRALIAN MEATS

136-148 FIFTH STREET  
SAN FRANCISCO

TELEPHONE—SUTTER 626

Established 1871

## Michalitschke Bros. & Co.

The Standard Cigar House

129 FIRST ST. SAN FRANCISCO

Melville S. Toplitz  
F. L. Willekes MacDonald

## MacDONALD & CO.

EXPORT—IMPORT

454 Montgomery Street  
SAN FRANCISCO, CAL.

## Balfour, Guthrie & Co.

MERCHANTS

IMPORTERS AND EXPORTERS

Agents of Harrison Direct Line of Steamers  
to and from European Ports

350 CALIFORNIA ST. SAN FRANCISCO

Also

Los Angeles, Cal., Portland, Ore., Seattle and  
Tacoma, Wash., and Vancouver, B. C.

Balfour, Williamson & Co., London, Liverpool  
and New York

Williamson, Balfour & Co., Valparaiso, Chili.

## Petroleum Products Co.

of California

GEO. W. McNEAR, President

Exporters—Gasoline, Kerosene  
Lubricating Oils and Greases

433 CALIFORNIA ST. SAN FRANCISCO, CAL.  
Cable Address: PETROLPROD All Codes



## MOTOR BOATING ON BIWA-KO

(Continued from page 56)

proper place. Unable to silence it, the priests, enraged beyond endurance, tore it from the fine tower and rolled it over the precipice. Over and over it rolled, all the way making its complaint, "I want to go back to Miidera," until finally it came to rest close to its former home. Here it was found and restored to its old place in the simple tower that stands in the cypress grove. And, in proof of all this, they show you the many scars and scratches, the bruises and dents on the great bronze sides of the bell, sustained during its tempestuous journey from the top of Mt. Hiei back to its home.

Such was the pleasing tale of the evening bell at Miidera which Tomi told us as we sat rocking on the waves, listening to its sweet, sad tolling across the waters. It no longer was a cry of homesickness, but rather a wonderful resonance, a pulsating cadence that brooded over the face of the waters and left a memory that can never be forgotten.

As the very last sound of the evening bell trailed off into nothing, the "captain" turned on his engine and we got under way, a sharp, and to me, too sudden change from the poetic to the prosaic.

Leaving the launch at the dock, we walked a short distance to the head of the famous Lake Biwa canal, which for purposes of water supply and industry as well as transportation, the government engineers have driven through the mountains from this point into Kyoto a distance of over seven and a half miles. It was completed in 1890, and not only serves to provide water to Kyoto and the power that furnishes electric light for that city, but also supplies a waterway by which the products of the lake region are taken to market at Kyoto and even further on, to Osaka.

The boats for passengers are long, narrow sampans, with a strip of matting on the floor and stools for passengers to sit on. A paper lantern flickers fitfully in the bow to warn others of your coming, and at the stern, beside the steersman, an open flare burns, to give light on the tunnel side-walls. As soon as we were seated the line was cast off and we slipped away into the silence of the first tunnel. There are three of these, the first being a mile and a quarter long. Then comes an open strip between the mountain walls, and the second is reached. This is a short one, being only three hundred feet in length. Another open space follows,

(Continued on page 58)

# International Banking Corporation

Capital and Surplus: \$10,000,000

Undivided Profits: \$500,000

Owned by The National City Bank of New York

HEAD OFFICE: NEW YORK

San Francisco Office: 232 Montgomery St.

London Office: 36 Bishopsgate, E. C.

Lyons Office: 27 Place Tolozan

## BRANCHES

### CHINA

Canton  
Hankow  
Harbin  
Hongkong  
Peking  
Shanghai  
Tientsin  
Tsingtao

### JAPAN

Kobe  
Yokohama

### DOMINICAN REPUBLIC

Puerto Plata  
San Pedro de Macoris  
Sanchez  
Santiago  
Santo Domingo

### INDIA

Bombay  
Calcutta  
Rangoon

### JAVA

Batavia  
Sourabaya

### PANAMA

Colon  
Panama

### PHILIPPINE ISLANDS

Cebu  
Manila

### STRAITS SETTLEMENTS

Singapore

## BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK

### ARGENTINA

Buenos Aires  
Once (Buenos Aires)  
Rosario

### BELGIUM

Antwerp  
Brussels

### BRAZIL

Bahia  
Pernambuco  
Porto Alegre  
Rio de Janeiro  
Santos  
Sao Paulo

### CHILE

Santiago  
Valparaiso

### COLOMBIA

Barranquilla  
Bogota  
Medellin

### CUBA

Havana and 22 other cities in Cuba

### ITALY

Genoa

### PERU

Lima

### PORTO RICO

Ponce  
San Juan

### RUSSIA

Moscow  
Petrograd

### SOUTH AFRICA

Cape Town

### SPAIN

Barcelona  
Madrid

### TRINIDAD

Port of Spain

### URUGUAY

Montevideo  
Calle Rondeau (Montevideo)

### VENEZUELA

Caracas  
Ciudad Bolivar  
Maracaibo

# American Trading Company

NEW YORK — SAN FRANCISCO — TACOMA

LONDON — SYDNEY

YOKOHAMA—TOKIO—KOBE—FUSAN—SHANGHAI

BUENOS AIRES—RIO de JANEIRO—HAVANA

MARTINIQUE

EXPORTERS, IMPORTERS AND SHIPPERS OF

**GENERAL  
MERCHANDISE**

**The Export World and Herald**

Published by

**American Trading Company**

25 BROAD ST., NEW YORK

ASK US FOR SAMPLE COPY AND ADVERTISING RATES



H. H. HENRIOT, President  
H. T. FROST, Secretary  
J. A. McEWEN, Vice-President  
**The Johnson Locke Mercantile Co.**  
Import and Export Factors  
**RICE, OILS, PEANUTS, BEANS, ETC.**  
Kobe, Yokohama, Hongkong  
No. 1 Drumm Street San Francisco

J. ESCALLE J. DOASSANS  
**J. DOASSANS & CO.**  
PORK PACKERS  
Cheapest Kinds of Sausages, Hams, Bacon, etc.  
Club House and French Sausages a Specialty  
STALLS NOS. 88 TO 90  
CALIFORNIA MARKET  
Phones: Sutter 4870 - 4871 San Francisco, Cal.

**Griffith-Durney Company**  
San Francisco, California  
Canned Foods and Leading  
Salmon Handlers

Charles L. Goetting & Co.  
Dealers in  
Domestic and Tropical Fruits & Produce  
**California Market**  
Phone Douglas 3761  
SAN FRANCISCO

P. O. BOX 2175  
**A. PALADINI**  
Wholesale and Retail FISH DEALER  
Fresh, Salt, Smoked, Pickled and Dried Fish  
540-554 Clay St.,  
San Francisco

**J. & R. WILSON, Inc.**  
Wholesale Ship Chandlers, Wholesale Ship  
Provision Dealers, Wholesale Engine Supplies  
Lion Patent Metallic Packings, Beldams Patent  
Metallic Packings, Gladiator High and Low Pressure  
Asbestos Packing, Federal Anti-Corrosive and Anti-  
Fouling Paints, Best Coating for Bottoms of Iron and  
Steel Vessels, Federal Copper Paint—Best Coating  
for Wooden Vessels, Briggs Bituminous Solution  
Paint—Best Iron Paint to Stop Corrosion.  
127-135 STEUART ST., SAN FRANCISCO, CALIF.

Main Office, 80 Yamashita Cho, Yokohama, Japan  
New York Office, 100-102 W. 32nd St., New York, N.Y.  
**NIPPON DRY GOODS CO.**  
Manufacturers & Importers of  
JAPANESE GOODS  
Pine and Front Streets : Phone Sutter 699  
SAN FRANCISCO, CAL.

**Pacific Orient Co.**  
Established 1901  
EXPORT — IMPORT  
16 California St., San Francisco, Cal.  
Cable Address: COWEN All Codes

# **MOTOR BOATING ON BIWA-KO**

(Continued from page 57)

which is succeeded by the third, a tunnel of about twenty-eight hundred feet. This ends at the canal head just above the Miyako Hotel. From here to the river below is a drop of nearly two hundred feet, overcome by an inclined railway, over which the boats are transported both up and down in a sort of cradle on wheels drawn by two heavy cables.

The trip through the canal is a "spooky" one, but very interesting. As you skim along with the current, which runs very swiftly, not a sound is heard except perhaps the creak of the oars as the steersman swings back and forth, keeping the boat well away from the walls, and the slap of the water under the bow. Down-going boats keep to the left, same as is customary on Japanese roads. Upcoming boats, fighting against the stiff current, do not use their oars but are dragged up by main strength, the boatman, standing at the bow and grasping the heavy cable that is suspended along the right wall, walks back the full length of the craft. We passed a number of these. They made strange and unforgettable pictures, the black boats, the loads of goods, the half-naked boatman, his finely muscled back shining in the light as he puts his whole force into the pull that moves him forward a single boat length. The trip through the canal takes an hour and a half, and is well worth the time.

So we arrived back at the Miyako Hotel, where "Hama" was awaiting us, as he always did, when he sent us out on one of these trips. And when we gathered around the little table in the club room and the boy had brought the drinks we ordered, Hama said: "Well, did I tell the truth? Was not the trip to Biwa-ko well worth the time? And were you lucky enough to see any of the eight views?" To which we answered, pledging him in good old-fashioned way, "Hamaguchi-san, you are always right. Where do we go tomorrow?"

# **BUSINESS BINDS THE WORLD**

(Continued from page 51)

**Developments in the Sugar Industry in Formosa and East Indies**

The Acting British Consul at Tamsui, Taiwan, in a recent report published in the *Board of Trade Journal*, states that the area under sugar cane, which was 258,325 acres in 1918-1919, has decreased to 236,269 acres in the present year. This decrease is directly due to the high

(Continued on page 60)



**"BEAR BRAND"**  
California Oak Bark  
**SOLE LEATHER**  
**KULLMAN, SALZ & CO.,**  
Incorporated  
603 Wells Fargo Building  
San Francisco, Calif., U. S. A.  
Cable Address "Kulmansals",

Phone Kearny 3117

**A. N. NELSON & CO.**  
Exporters, Importers and Wholesalers  
BUTTER, EGGS, CHEESE, PROVISIONS, SHIP SUPPLIES, CANNED GOODS, SALT, SALT FISH, ETC.  
87-89 Clay Street San Francisco

J. W. LEGGETT B. O. BREMER  
**MATTOON & CO.**  
Custom House Brokers and  
Forwarding Agents  
516 Battery Street  
San Francisco, Cal.  
Phone Sutter 374

**Dodge, Sweeney & Co.**  
Groceries, Dairy Produce  
Provisions  
Sunkist—Brownie—F. F. C.  
Brands Canned Fruits  
and Vegetables  
STREAMERS, SHIPS AND EXPEDITIONS  
Supplied Completely  
36 to 48 Spear St.  
San Francisco



# ORIENT-SOUTH SEAS EXPORT & IMPORT FREIGHT FORWARDING



## General Freight Forwarders Customs Brokers and — Steamship Agents —

### Steamship Agents

Representing Toyo Kisen Kaisha, new Portland-Japan-Orient service, also passenger agents for Trans-Pacific service.

### General Forwarding Agents

Equipped for forwarding General Freight, Phosphate Rock, Lumber, Grain, Flour, Etc. to all Oriental and South American Ports.

### Custom House Brokers

Rapid and efficient clearance of imports and distribution and re-shipment of import freight.

### Ship Brokers

Excellent facilities for arranging for full or mixed cargo shipments of all kinds of goods from Columbia River region to all foreign ports.

### Interesting Weekly Service Letters Free

Our weekly service letters giving news of sailings and information on ports, customs and shipping regulations, sent free on request.

# OREGON-PACIFIC COMPANY-PORTLAND, ORE. U.S.A.

Cable and Wireless:  
POWLMAC

Telephone Kearny 1696

**T. J. Moynihan & Co.****BOILER WORKS****Stationary and Marine Boilers  
and Oil Tanks of all kinds****Built according to drawings or  
specifications****Marine Repairing of every description  
and Sheet Iron Work****Executed at the shortest notice, on the most  
reasonable terms****W. L. GILL, Manager****401 FOLSOM STREET****Southwest Corner Fremont  
San Francisco****THE HOME OF THE  
CHICKERING****Solmer, Autopiano,  
Amplio, Foster,  
Davenport-Trosky  
Victrola Records***Byron Maugy***SHORE AND KEEFER BUILDING  
250 STOCKTON BUILDING  
SAN FRANCISCO****875 14th St., Oakland****A. CARLISLE & CO.****STATIONERS, PRINTERS  
BOOKBINDERS  
LITHOGRAPHERS****Printing and Bookbinding in  
all its Branches****JAPAN is one of the Products  
of Our Printing Department****Commercial Stationery for  
Every Purpose****San Francisco California****BUSINESS BINDS THE WORLD**

(Continued from page 58)

price of rice, which renders it a more profitable crop for the farmers. According to the local press, however, there is every indication that a larger acreage will be put under sugar for the 1920-1921 season. The various new companies recently established have to find cane for their mills, and they are offering every possible inducement to persuade the Formosan farmers to grow cane instead of rice. The fact that no great anxiety is entertained regarding the future of the industry is evidenced by the large number of new sugar companies which were established during the past year.

An interesting feature is the attention paid by Formosan sugar companies and Japanese capitalists to sugar production in the Netherlands East Indies and elsewhere in the South Seas. The Nittaka Sugar Company recently increased its capital of 5,000,000 yen to 10,000,000 yen, one of the objects being to engage in the cultivation of sugar, rubber, and copra in Java. The Taiwan Sugar Manufacturing Co., the largest in the Island, is reported to be now contemplating the establishment of a branch office at Rangoon in order to carry on sugar and rubber production. Probably the most important development in this direction is the formation of a company to be known as the Japanese and Foreign Sugar Manufacturing Co., Ltd. (Naigai Seito Kabushika Kaisha), with an authorized capital of 10,000,000 yen. The object of this undertaking is the cultivation and manufacture of sugar in Java, where a large Dutch company has been bought out.

The Naigai Co. are to pay 2,500,000 yen, and to put 1,000,000 yen aside for ordinary running expenses. These charges will be met with the paid-up capital of 2,500,000 yen, and debentures for 1,000,000 yen. The income is estimated at 2,425,000 yen, and expenditure at 1,140,000 yen, including an allowance of 480,000 yen to meet the expected tax of the Netherlands East Indian Government on exported sugar, mentioned below. An entirely new departure, dating from the commencement of 1919, has been the importation to Formosa of Javan sugar for re-manufacture in Formosa during the slack season. These imports during the first year of this movement amounted to no less than 74,577,217 kin, valued at 15,502,157 yen.

The Government of the Netherlands East Indies is, it is reported, about to impose an export duty of 4.80 yen

per picul on sugar. It will be interesting to observe how this duty, if imposed, will affect the recent tendency to import Javan sugar for re-manufacture at the mills in this Island.

**Tientsin Cotton Mills**

Describing the great development of the cotton-spinning industry in North China, a vernacular paper quoted by *North China Commerce* (Tientsin) attributes the cause to the abundance of raw cotton in North

**THOS. COOK & SON****TOURIST, STEAMSHIP &  
FORWARDING AGENTS  
BANKERS, ETC.****"Travel Without Trouble"  
INCLUSIVE INDEPENDENT TOURS****MANILA: Manila Hotel  
YOKOHAMA: 84 Water Street  
HONGKONG: 14 Des Voeux Road  
SHANGHAI: 2/3 Pootung Road****Chief Office****LUDGATE CIRCUS, LONDON****San Francisco, 53 Post Street  
New York, 245 Broadway****Frank Waterhouse & Company's****PACIFIC PORTS**

(Monthly and Annual)

**The World's Recognized Authorities in the Field  
They Cover**

The 1920 Edition is now in course of preparation, will consist of 750 pages of double the present size, with about 250 illustrations of Cliffs, Harbors, Native trades, and Customs pertaining to the Pacific.

Price for one year subscription,  
Monthly and Annual, \$15.00.

**FRANK WATERHOUSE &  
COMPANY****SEATTLE, WASHINGTON****C. HENRY SMITH****Shipping and Commission  
Merchant****United States Food Administration License  
No. G-45428****811 CALIFORNIA ST. SAN FRANCISCO****Cable Address: CHERYDRO****Cables: Lieber's A. B. G. 4th and 5th Editions****Western Union and Private****Beatty's and Scott's****Order Books: Shoemaker Bay, Wash.; San Le-  
andro, S. F. Bay and Hamlet, Tomales Bay,  
Cal.****WEST COAST OYSTER CO.****PLANTERS AND WHOLESALE  
DEALERS****290-292 TEHAMA STREET  
Phone Douglas 1955 San Francisco, Cal.**



**Marine Insurance**  
**You Can Insure Your Baggage**  
**on Sea and Land**  
**Against Fire and Theft and all**  
**the perils of Navigation**  
**and Transportation**  
**AETNA INSURANCE**  
**COMPANY**  
 325 California St., San Francisco  
 Castle & Cooke Ltd., Agents, Honolulu  
 Settling Agents in all parts of the world

**JOHNSON & HIGGINS**  
**Insurance Exchange Building,**  
**San Francisco**  
**FIRE**  
**MARINE**  
**LIABILITY**  
**INSURANCE BROKERS**  
**and**  
**AVERAGE ADJUSTERS**

Phone Kearny 2496  
**WM. H. THORNLEY**  
 CUSTOM HOUSE BROKER  
 AND FORWARDING AGENT  
 180 BATTERY ST. SAN FRANCISCO

**H. N. Cook Belting Co.**  
 MANUFACTURERS  
**LEATHER BELTING**  
 SAN FRANCISCO, U. S. A.  
 Correspondence in Spanish and Russian

**William Cluff Company,**  
 INC.  
 SAN FRANCISCO, CALIF.  
**IMPORTERS EXPORTERS**  
 Manufacturers and Cannery  
 Exclusive Representatives  
 Canned Fruit, Canned Vegetables  
 Groceries and Provisions, Shoes  
 Rubber Sundries, Hardware, Chemicals  
**GENERAL MERCHANDISE**  
 FOREIGN OFFICES  
 Shanghai, China Manila, P. I.

China, Shanghai spinners having commenced to turn their attention towards the north in view of the crowded conditions at Shanghai, and the encouragement given by the Board of Agriculture and Commerce for cotton growing and the cotton spinning industry.

Among many spinning companies established at Tientsin, the paper says that those most powerful and well organized are Yuta and Pao-cheng the Third. The principal person connected with the Yuta Mill is Mr. Wang Ko-min, assisted by influential officials of the Ministry of Agriculture and Commerce. The company has experienced persons among these to manage the mill's business. The capital, which is \$2,000,000, has been fully subscribed. At the promoters' meeting held at Peking some time ago, it was decided to erect the mill at North Chengchiachen and equip it with 25,000 spindles, the machinery, etc., being expected to arrive during the autumn.

The Third Mill of Paocheng is a branch of the Shanghai factory of the same name, it being located at North Chengchiachen also. The capital is \$3,000,000, which is fast being subscribed. The journal says that the two companies applied to the Government in their joint names for the exemption of duty on the machinery imported by them.

#### Tells of Rockefeller Foundation Work

Dr. H. J. Howard, a Professor of Ophthalmology at the Union Medical College of the Rockefeller Foundation, at Peking, was a recent visitor in Japan. Dr. Howard is from the University of Pennsylvania. He came to China first in 1910, and spent his first years in Canton, where he was connected with mission work.

"The Foundation work is a tremendous undertaking, and is destined to raise the standard of medical education of China to a high plane. A seven-million-dollar plant has just been completed in Peking, and about half the staff at present is on the field. With the full personnel of medical and executive men, there will be a working force of 50 men with every branch of medical science represented by a specialist. The staff is still working in the old buildings which were taken over by the Foundation in 1915 from a union of six missions which had carried on the work in Peking. An attractive feature of the new buildings is the combination of Chinese and Western architecture. The equipment is entirely foreign, however, and is as up-to-date as any institution in Europe or America.

**McCabe, Hamilton**  
**& Renny Co., Ltd.**  
**Stevedores**

**Ships' Mail in Our Care Promptly**  
**Delivered**

**HONOLULU, T. H.**

**Codes:**

**Watkins, Scott's, 9th ed., A-1, A. B. C.**

**Cable Address:**  
**"RENNY"**

Phone Douglas 3598.

**W. S. ALEXANDER**

General Insurance and Merchandise Brokers  
 Contract and Surety Bonds  
 Burglary and Accident Insurance  
 Automobile Policies and Customs Contracts

**525 Market Street San Francisco**

**Honolulu Dairyman's**  
**Association**

**HONOLULU, T. H.**

**PURE MILK AND CREAM**

We make a specialty of Certified Baby Milk. Give us your order and we will deliver on board in any quantity. Brick Ice Cream delivered to refrigerator of steamer.

**O'Brien, Spotorno & Mitchell**

**Wholesale and Retail Dealers in**

**POULTRY, GAME and DAIRY PRODUCE**

**Agents for CANTEL Cheeses**

**CALIFORNIA MARKET**

California St. bet. Montgomery and Kearny

**San Francisco, California**

Telephone Douglas 3622

**Connecting all Departments**

**W. M. DuVal & Co.**

**IMPORTERS AND EXPORTERS**

118 Market Street

**SAN FRANCISCO, CAL.**

Cable Address: "DuVal"—All Codes

**S. L. JONES & CO.**

INCORPORATED  
 Established 1849

**IMPORTERS AND EXPORTERS**

Corresponding with every country in the World  
 HEAD OFFICE

**138-140 CALIFORNIA ST., SAN FRANCISCO**

Branches: New York, Portland, Seattle  
 Hongkong, Shanghai, Kobe

**GARCIA & MAGGINI CO.**

**PACKERS AND SHIPPERS**

**DRIED AND GREEN FRUITS AND VEGETABLES, NUTS, DATES, HONEY BEANS, ETC.**

**302 to 324 Drumm Street**  
**SAN FRANCISCO CALIFORNIA**





# Davies, Turner & Co.

**Foreign Freight Contractors and Forwarders**  
**Customs Brokers - Storage - Marine Insurance**

**Special Facilities for Prompt Handling of All  
 Kinds of Foreign Freight**

**Offices in the Principal Ports of the World**  
 NEW YORK, BOSTON, PHILADELPHIA, CHICAGO, ST. LOUIS, CLEVELAND, DETROIT  
 SAN FRANCISCO: 260 CALIFORNIA STREET

Cable Address: SPEDITION, New York, Boston, Philadelphia, Chicago, St. Louis, Cleveland,  
 San Francisco, London, Liverpool, Glasgow, Bristol, Birmingham, Manchester, Paris.

Connecting with  
**DAVIES, TURNER & CO., Ltd.**  
 LONDON, LIVERPOOL, BRISTOL, BIRMINGHAM, GLASGOW,  
 MANCHESTER, PARIS.

Freight Agents  
**MESSAGERIES MARITIMES OF FRANCE**

Freight Agents  
**TOYO KISEN KAISHA**



## SINGAPORE TODAY

### This Writer is Peeved Because of the Number of American Automobiles

At first sight the casual observer might suppose that he had strayed into that section of Hell specially reserved for the users of cheap American cars. There are said to be over four thousand of these pests on the streets of an already vastly overcrowded town, and it is questionable now which is the worst, the mosquito or the cars. Not one is driven at a lower speed than thirty-five miles an hour, except when some unfortunate riksha coolie or motor-cyclist has got in the way, when they are said to come to a dead stop, not a common habit with these insects. One can experience all the thrills of the trenches by simply hiring a car at the Europe Hotel and driving 'round the Gap. The syce will display a sublime indifference to all obstacles and will occasionally enjoy a short nap at the wheel. Many serious accidents can be traced to this source, which is said to be due to the disgraceful way in which the garage employees are overworked.

It becomes more and more difficult to induce a riksha coolie to carry one from point to point as the days go by. At mid-day Raffles Square is simply honeycombed with rikshas whose sole function seems to be to support the presiding coolie in a recumbent position across the shafts. From time to time he languidly accepts a glass of acid water from one of his itinerant brethren, who trot about with a carrying pole, selling that commodity. Should a mere European shout "Sha" in a loud voice, it is accepted as a little piece of pleasantries, and broad grins and raised eyebrows ripple along the lines of future "tow-kays." The European walks in the direction he wishes to go, until a strange brontosaurus-like monster known in moments of enthusiasm, as a tram, overtakes him. It is necessary to stand right in the track of this beast, and gesticulate violently in order to make it stop. The driver wrenches a wheel round, and it comes to with a grinding jar of brakes, sufficient even to divert the accuracy of the gelatinous betel juice missile

which the Tamil gentlemen in front propel from time to time at all and sundry. Once aboard the tram the journey is a far more dangerous one than the spanning of Niagara on Blondin's back. The crowded vehicle sways from side to side and runs off the track at corners, to the great amusement of the assembled company, who in conjunction with a slight crowd of about five hundred Chinese and other homogeneous Asiatics regard the efforts of the driver, the conductor and a Malay policeman to put it on again, as better than a play.

These trams run at intervals of about three-quarters of an hour and charge fifteen cents for a journey which one could almost do for nothing in a London bus. On wet days, a European has small chance of boarding one without first brushing off a few of the Tamil and Chinese coolies who cling to every clingable point. There is, however, one compensation. If you proffer a dollar the conductor will allow you to make the journey for nothing rather than give you the small change which he has appropriated to himself. This actually happened to the writer, who refused point blank to pay a dollar for a journey of three miles and was refused change.

And talking of wet days, a wet day at Singapore is a wet one and no mistake. The genius who laid out the town must have been a Venetian in his soul, for he evidently thought that by the omission of a drainage system the streets could be flooded at intervals and all business engagements could be fulfilled in sampans. This is no figure of speech, for the writer was on one occasion literally marooned in front of his own office, in a riksha, simply because the pavement, street, and the lower floor of the office were two feet in water and he refused to take off his shoes and socks and paddle for the amusement of objectionable little Chinese boys.

Prices are fantastic, owing, one must suppose, to the willingness of the international tourist to shed the superfluous cash, which he was able to extract from the recent slight conflict, which by the way does not seem to have been heard of in Singapore. Men there still talk of the mutiny of the 115th Sikhs as though it was a Second Indian Mutiny and some have actually gone so far as to demand a medal for being included in the firing party which shot the survivors in cold blood. They have been holding the outposts of empire, they say, and it seems that these same outposts were very profitable ones, too, and well worth the holding.

Established 1850

### LANGLEY & MICHAELS COMPANY

Importers and Wholesale  
DRUGGISTS

Druggists Sundries, Glassware, Pharmaceutical  
Preparations, Soda Fountains and Supplies

MANUFACTURERS OF  
HYDROGEN PEROXIDE

42-50 First Street 11-21 Stevenson Street  
SAN FRANCISCO

Cable Address: Western Union  
BLISS, San Francisco Telegraph Code

### Geo. Herrmann Company

Hops in Bales and Cases  
Anhydrous Ammonia Aqua Ammonia 28°  
Solvay 75% Calcium Chloride, Solid and  
Granulated

300 FRONT ST. SAN FRANCISCO, CAL.

### MARINE ELECTRIC COMPANY

Electric Installations  
Armature Winding, Supplies  
and Repairs, Marine Generators,  
Search Lights, etc.

195 FREMONT ST. SAN FRANCISCO, CAL.

### Tales of the Sea Tales of See and Tales of the CCC

### The Log

OF THE CIRCUMNAVIGATORS CLUB  
Advertising Contract Blank and Rates  
upon application

Stories and Articles by Celebrated  
Circumnavigators Covers and Cartoons  
by Circumarteditornankivell  
Circumbyspecialdispensationglackens  
and Mlle. Lagrima Bonafour

The organ of the Circumnavigators  
Club printed bi-monthly for the  
pleasure of Circumnavigators, and  
those who ought to be.

#### SUBSCRIPTIONS

This side of the C \$1.00  
The other side of the C \$1.50  
Single Copy, 20c  
J. H. BIRCH, Jr., Editor

The Log of the  
Circumnavigators Club  
Burlington, New Jersey, U. S. A.



## POLITICS IN CHINA

(Continued from page 26)

thought it best for Dr. Sun's sake not to disclose it to the Western public, for I knew that he had many warm friends in the countries then arrayed against Germany and Austria.

After an interview of two hours, I bade Dr. Sun farewell. As I recrossed the Pearl River with the assistance of my Chinese sailor-women (I couldn't call them sailorettes) my heart was filled with indescribable sympathy for this man, Sun Yat Sen, who had for thirty years endured no end of tribulations for the cause of republican ideals. Yet I could not help wondering whether his academic theories were suitable for lifting China from the mire in which she had been, as she still is, wallowing. His star had begun to wane. What will be the final scene of the drama in which Sun Yat Sen has long played the leading rôle, time alone can tell.

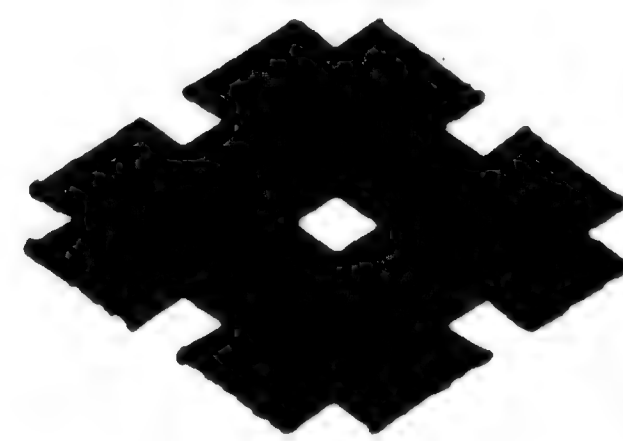
The moment I emerged from the sampan I was submerged in the surging crowds of *rikisha* coolies, half naked, wild as beasts of burden, and odorous with the filth of ages—a familiar spectacle everywhere in China. They shouted at me, and pulled me by the coat and by the arm from all sides, vying with one another to get my patronage. How I wished I could divide myself into a thousand sections, and put one each in every *rikisha* to be delivered to my hotel! Do these people care a straw whether they are governed by a monarchical or a republican government? Surely many decades must elapse before they are made fit for self-government.

## Siberia Maru Brings Silk and Tea

The Siberia Maru, which arrived in San Francisco August 27, after one of the smoothest and most pleasant passages, brought a full cargo, which included a large quantity of tea and silk. Both of these valuable commodities are in great demand on the Atlantic Coast, and were loaded direct from the ship to train and sent forward under express train schedules.

## Open Osaka-Kobe Express Trams

The new Osaka-Kobe express electric tramway service, traversing the distance between the two cities in about 40 minutes, quicker from 10 to 12 minutes than the present tramway or the government steam train now in operation on the route, has recently been opened to traffic.



# THE SUMITOMO BANK, Limited

Established 1912

*(Successors to the Sumitomo Bank)*

Capital	-	-	-	-	-	Yen	30,000,000.00
Paid-up Capital	-	-	-	-	-		22,500,000.00
Reserve Fund	-	-	-	-	-		4,100,000.00
Deposits (June, 1918)	-	-	-	-	-		220,000,000.00

Head Office:

OSAKA, JAPAN

BARON K. SUMITOMO, President  
K. YUKAWA, Esq., Managing Director  
T. KANO, Esq., Managing Director  
S. YOSHIDA, Esq., Managing Director  
N. YATSUSHIRO, Esq., Managing Director

Home Branches:

Tokyo, Yokohama, Nagoya, Kyoto, Kobe, Onomichi, Niihama,  
Kure, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu,  
Hakata, Kurume, Etc.

Foreign Branches:

San Francisco, Seattle, New York  
London, Shanghai, Hankow, Bombay

Agents:

Lloyds Bank, Limited, London  
National City Bank of New York, New York  
The Sumitomo Bank of Hawaii, Honolulu

Correspondents

In All Important Places at Home and Abroad.

The Bank buys, sells and receives for collection Drafts and Telegraphic Transfers;  
issues Commercial and Travelers' Letters of Credit available in all important parts of the world, besides doing General Banking Business.



**You will like visiting  
Japan for a number of reasons.**

## ***Japanese Government Railways***

Japan is the world's greatest vacationland—a portal to a continent of untold natural resources and great business possibilities—unequaled in her wonderful climate—unique in the evolution of modern history.



Here you will find the East cordially meeting the West and the Old Civilization melting into the New. A social enigma, a political sphinx, an anachronism in one thing or another, to the Western mind, Japan is really as progressive and peace-loving a nation as any that has ever flourished on the face of the earth.

Be your object to seek for health or happiness, profit or pleasure, rest or activity, do not miss visiting Japan: she will never disappoint you. Her scenic beauty will charm you, her special mode of life will interest you, and the character of her people will impress you. Let this year include your trip to Japan!

**Map shows the principal lines of the Imperial Government Railways.**

Imperial Government Railways own a network of 6,200 miles of Thoroughly Equipped Lines, Sleeping and Dining Cars, Frequent Express and Through Trains. English speaking staff on chief Trains and at principal Stations.

**For information and Literature, please apply to Traffic Department, Imperial Government Railways, Tokyo or Offices of the Japan Tourist Bureau, Thos. Cook & Son, etc.**

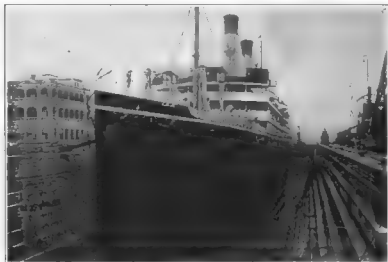


**HONGKONG & WHAMPOA DOCK CO.**

LIMITED

**HONGKONG**TELEGRAPHIC ADDRESS:  
"MANIFESTO" HONGKONGCable Head: AT: A.B.C. P.O. Edition:  
Engineering, First and Second Editions:  
Wentworth and Watkins

**Dock Owners, Ship Builders**  
**Marine and Land Engineers** **Boiler Makers**  
**Iron and Brass Founders** **Forge Masters, Electricians**

**ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIRS**

Masters up-to-date plant operated by our own specially trained workmen under EXPERT EUROPEAN supervision  
 Please Address Enquiries to the Chief Manager, R. M. DYER, B. Sc., M. I. N. A.  
 Kowloon Docks, Hongkong

HEAD OFFICE: KOWLOON  
Telephone No. 13 KTOWN OFFICE: QUEEN'S BUILDING  
Telephone No. 2 Hongkong

# The Taikoo Dockyard and Engineering Company of HONGKONG, Limited

Works and General Offices: QUARRY BAY, HONGKONG

General Managers: JOHN SWIRE &amp; SONS, Ltd., 5 Billiter Square, London

Agents in Hongkong, China and Japan: BUTTERFIELD & SWIRE  
(John Swire & Sons, Ltd.)

Telegrams: TEMSELOAF, London. TAIKODOCK, Hongkong

**Engineers**  
**Boiler Makers**  
**Repairers**

**Builders**  
 of all types of  
**Passenger**  
**and Cargo**  
**Steamers**



**DRY DOCK**  
 787 x 88 Feet  
 Depth: 34½ Feet

**SLIPWAYS**  
 Capable of Taking  
 Steamers up to:  
 No. 1, 2700 Tons  
 No. 2, 2000 Tons  
 No. 3, 2000 Tons

The Building Yard Is Laid Out With Furnaces and Plant Fitted  
 for Building Vessels up to 20,000 Tons



## THE BANK OF CHOSEN

Capital (Subscribed) Yen 40,000,000

Capital (Paid up) Yen 25,000,000

Governor: S. Minobe, Esq.

Deputy Governor: T. Kano, Esq.

**Directors:**

T. Mitsuoka, Esq. Y. Kimura, Esq.

S. Ohta, Esq. S. Katayama, Esq.

**HEAD OFFICE:****SEOUL, CHOSEN, (Korea)****BRANCHES:**

Japan Proper:

Tokyo Osaka Kobe

**Korea:**

Chemulpo Pyongyang Fusan Wonsan

Taiko and 5 other points

**Manchuria:**

Antung Mukden Dairen Newchang

Changchun Harbin

and 10 other points

**China:**

Tientsin Shanghai Tientsin Tsinan

**Vladivostok:**

Matsuda Bank (affiliated bank)

**Principal Foreign Correspondence**

**London:** London Joint City and Midland  
 Bank, Ltd.; Guaranty Trust Com-  
 pany of New York.

**Paris:** Banque Francaise pour le Com-  
 merce et l'Industrie; Guaranty Trust  
 Company of New York.

**Lyon:** Credit Lyonnais.

**New York:** Guaranty Trust Company of  
 New York; Equitable Trust Com-  
 pany of New York; National Bank of  
 Commerce in New York; National  
 City Bank of New York; Irving  
 National Bank.

**San Francisco:** Wells Fargo Nevada  
 National Bank; Canadian Bank of  
 Commerce (also Seattle, Vancouver).

View of the ASANO SHIPBUILDING PLANT at Tsurumi,  
near Yokohama, showing part of the 12 BUILDING  
BERTHS and 2 LARGE DOCKS.



## ASANO SHIPBUILDING CO., Limited

**SOICHIRO ASANO, President**

**LOCATION OF WORKS, TSURUMI near YOKOHAMA**

Comprising Ground Area of About 240 Acres, with a Large Fitting Out Basin and Shops and Buildings  
Occupying More Than 40,000 Square Yards

**12 BUILDING BERTHS**

**2 LARGE DOCKS UNDER CONSTRUCTION**

ELECTRICALLY EQUIPPED YARDS, SHOPS and DOCKS WITH EVERY FACILITY FOR HANDLING HEAVIEST MATERIAL  
and RAPIDLY DISTRIBUTING SAME

ALL SHOPS EQUIPPED WITH THE MOST MODERN MACHINERY, NEARLY ALL OF JAPANESE MAKE  
EQUIPMENT CAPABLE OF HANDLING AND CONSTRUCTING VESSELS UP TO 3,000 GROSS TONS, WITH AN ANNUAL CAPACITY OF  
10,000 DEADWEIGHT TONS

**CORRESPONDENCE SOLICITED**

**HEAD OFFICE: TOKYO**

Cable Address: "ASANOZOSSEN"

Codee Used: A. B. C. 5th, Bentley's & Scotts



**KUHARA TRADING CO., Ltd.**

(Kuhara Shoji Kaisha, Ltd.)

**IMPORTERS, EXPORTERS,  
MANUFACTURERS' AGENTS,  
SHIPOWNERS & CHARTERERS****Kohl Building  
SAN FRANCISCO****THE DAIRY FARM, ICE &  
COLD STORAGE CO., Ltd.***Dairy Farmers, Poulterers***Importers of Australian Frozen Beef,  
Mutton, Lamb and Fresh Butter***Manufacturers of*  
**"CRYSTAL" ICE***Contractors to*  
**H. B. M'S. ARMY AND NAVY  
2 Lower Albert Road  
HONGKONG**

Telegraphic Address: Milkmaid

**Miyamoto Gomei Kaisha****HEAD OFFICE:  
Shimochoja-Machi, Sanchome  
NAGOYA, JAPAN****Manufacturers and Exporters of**  
Printed Piece Goods, Strip Fabrics, Cotton Crepes,  
Japanese Towelings, Upholstery, Dry Goods,  
Pongee Silks, Crepe de Chine, and General Goods  
**Importers of**  
Dye Stuffs, Leathers, Chemicals, Fancy Goods,  
Stationery, Tools, Paints, Woolen Piece Goods**CABLE ADDRESS:  
"Miyamoto," Nagoya****CODE USED:  
Bentley's Complete Phrase  
"A. B. C." 5th Edition**

P. O. Box 852

Telephone 605  
New 2605**Ah Chew Brothers  
Lee Chuck****729 Alakea St., Opp. Gregg Co. Next Door Seamen's  
Institute, near Alakea Wharf  
HONOLULU, T. H.****Dealers in**  
Dry Goods, Groceries, Fruits and Vegetables of all kinds,  
Guaranteed in Good Order  
Delivered to any part of the city free of charge  
Ships' Supplies a Specialty. Deliveries made on short  
notice, day or night**Y. Takakuwa & Co.**

(Limited)

**GENERAL AGENTS****Importers, Exporters and  
Commission Merchants****Cable Address: "Takapu," Honolulu  
H O N O L U L U T. H.****Across the Pacific  
Along the Pathway  
of the Sun****On the Fast, Safe, Comfortable and  
Luxurious Steamers of the  
Toyo Kisen Kaisha**

Toyo Kisen Kaisha is the largest steamship company operating between San Francisco, Japan and the Orient. It maintains fast and frequent service across the Pacific, following the "Pathway of the Sun" along the semi-tropic route. This is one of the most delightful ocean voyages in the world, as it carries the passenger through smooth semi-tropic water and the balmy days and nights which permit of life in the open air on the broad decks nearly every hour of the voyage—a fact to be considered by travelers in selecting the route for their trans-Pacific voyage.

The steamers of this line are of the most advanced types, having been built especially for this service with every device for the safety, comfort and pleasure of passengers. The present fleet of the North American line consists of the following:

S. S. "SHINYO MARU"—Triple screw turbine, 21 knots speed, displacement 22,000 tons.

S. S. "TENYO MARU"—Triple screw turbine, 21 knots speed, displacement 22,000 tons.

S. S. "SIBERIA MARU"—Twin screw, 18 knots speed, displacement 20,000 tons.

S. S. "KOREA MARU"—Twin screw, 18 knots speed, displacement 20,000 tons.

S. S. "PERSIA MARU"—Single screw, 15 knots speed, displacement, 9000 tons.

The Tenyo and Shinyo Maru are sister ships of 22,000 tons displacement. They are driven by triple screw turbine engines which account for an utter absence of vibration and can attain a speed of twenty-one knots per hour. These ships are as finely equipped in every detail as the best first-class hotels on shore, and leave nothing to be desired in service or table. The total length of the deck area measures almost a mile, giving ample opportunity for exercise and promenade.

The Korea Maru and Siberia Maru are somewhat smaller than the above mentioned, being of 20,000 tons displacement and are driven by twin screw engines. They were built especially for the trans-Pacific trade and are exceptionally comfortable.

S. S. Persia Maru is of 9,000 tons displacement and is also a popular ship.

Its passenger accommodations are amidships, all rooms being afforded

**South Manchuria  
Railway****MANCHURIA AND  
CHOSEN LINES****Circular and Overland Trips at Greatly  
Reduced Rates.****Tourist Travel  
Off the Beaten Track**

Tourists in the Far East should not miss Manchuria. Through Japan, Chosen (Korea), and Manchuria (or vice versa) is an ideal trip, combining the distinctive characteristics of three unique and profoundly interesting countries.

The Chosen and Manchurian Lines are under the management of the South Manchuria Railway Company. Express trains have been temporarily suspended (except between Fusan and Seoul), but the Ordinary Trains are equal to most American trains, run at least three times a day from each end, and to some of them Sleeping and Dining Cars are attached.

Hotels under the Company's management are established on foreign lines at Seoul (capital of Chosen), Fusan and Shingishu (the two extremities of Chosen), Kongosan (the famous Diamond Mountain of Korea, rivalling Switzerland in scenery), Mukden (ancient capital of China, home of the Manchu Dynasty, noted for Imperial Palaces and Tombs), Changchun (junction for three railways and "key to Manchuria"), Port Arthur (of world-wide fame for its historic sieges and ruined forts), Dairen (one of the greatest commercial cities in the Orient), and Hoshigaura (the finest seaside resort in North China.)

For pictorial guide-books, pamphlets, and further particulars, apply to the Tourist and Ticket Agencies, or direct to the

**South Manchuria Railway Company.****HEAD OFFICE: Dairen.****BRANCH OFFICES: Tokyo, Seoul, Harbin, Kirin, Peking, and Shanghai.****Tel. Add.: "Mantetsu." Codes:  
A.B.C. 5th Ed.; A1; & Lieber's.**



plenty of light and ventilation. All rooms are comfortable.

In addition to these liners a number of freighters are also operated on the North American line, giving a freight service extending from San Francisco to Singapore, by way of Japan, China and Philippine ports.

Another freight service is from Singapore to Havana, Cuba, by way of Japan, China, Honolulu, San Francisco, New Orleans and Havana.

On these lines vessels of the standard 8,800 deadweight ton type are used, which are designed particularly for this trade. These at present are Choyo Maru and Koyo Maru.

#### **Toyo Kisen Kaisha Trans-Pacific Service to South America**

In connection with the trans-Pacific service to North America, Toyo Kisen Kaisha also operates a line of steamers from Hongkong to Valparaiso (South America), via Moji, Kobe, Yokohama, Honolulu, San Francisco, San Pedro (Los Angeles), Salina Cruz, Balboa (Ancon), Callao, Arica and Iquique. This is the longest regular service in operation by any Japanese steamship line touching American ports.

The steamers on this line are in through round trip service between China and Japan ports and Southern Chile via San Francisco and West coast ports of North and South America. Steamers call at San Pedro on their outward and homeward voyages to the Orient. These steamers are all large and modern and have saloon accommodations.

S. S. "Anyo Maru"—The Anyo Maru was built at the Mitsubishi Dockyard and Engine Works, Nagasaki, and has a displacement of 18,500 tons. It is 466 feet in length, 58 feet in breadth, with a depth of 38 feet. The Anyo Maru has accommodations for first, second and third-class passengers.

S. S. "Kryo Maru"—This steamer is of 17,200 tons displacement. It was built in the Mitsubishi Dockyard and Engine Works at Nagasaki. It is 470 feet long, 55 feet beam and 31 feet in depth. There are accommodations for a limited number of first-class passengers and for a large number of second and third-class.

S. S. "Savo Maru"—This vessel is 14,900 tons displacement and was built by Russell & Company, Port Glasgow. It has accommodations for first, second and third-class passengers. It is 404 feet in length, with a breadth of 52 feet.

In addition to these, eleven new vessels are now under construction, for delivery before December 31, 1920. Of these three will be as large as the Anyo Maru but better equipped for both passengers and freight. The eight others will be of the standard 3,800 deadweight ton type, the same as the Choyo Maru and Koyo Maru.

With these steamers in service, the South American line will be the best equipped steamer line in that trade.

The headquarters of Toyo Kisen Kaisha is at Tokyo, the general offices at Yokohama, with branch offices in the leading Oriental ports. The office in San Francisco is at 925 Market street and in New York at 165 Broadway.

# KIRIN BEER

Japan's  
Foremost  
Brew

Obtainable on  
all ships of the  
Toyo Kisen  
Kaisha



**SOLE AGENTS**  
**MEIDI-YA CO., Ltd.**

# SUZUKI & CO.

FOUNDED 1877

**IMPORT and EXPORT MERCHANTS**  
**Manufacturers and Shipowners' Managers**

**HEAD OFFICE: KOBE, JAPAN**

**SAN FRANCISCO, 310 Sansome St.**  
**SEATTLE, - 400 Colman Building**  
**NEW YORK, - - 220 Broadway**

#### **OTHER BRANCH OFFICES:**

London  
Fort Worth  
Sydney  
Hamburg

Bombay  
Calcutta  
Singapore  
Sourabaya

ETC.

Shanghai  
Hongkong  
Tsingtao  
Hankow

ETC.

Tientsin  
Dairen  
Vladivostok

**and throughout Japan, Manchuria and Chosen**

**Correspondents at all the Principal Cities Throughout the World.**





*Toyo Kisen Kaisha S. S. Shingo Maru Leaving Kobe Harbor*

A LIST OF AGENTS AND REPRESENTATIVES OF

# TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP CO.)  
IMPERIAL JAPANESE AND UNITED STATES MAIL LINE

"THE PATHWAY OF THE SUN"

## From San Francisco to Japan, China Philippines and the Far East

For Information Regarding Passage and Freight Address any of the Following:

**TOYO KISEN KAISHA** maintains agents in the principal cities of the world, thus enabling travelers to secure definite information regarding routes and sailings at all times. The full list of these representatives is given below, and they will be glad to give any service in their power to those who request their assistance. As these men are all recognized authorities on travel matters, travelers will find it to their advantage to avail themselves of their service and advice whether their plans are for the transpacific journey or for travel in America or any other country in the world.

### TOYO KISEN KAISHA

Head Office: Tokyo, Japan

General Office: Yokohama

San Francisco Office:

Fourth Floor, Merchants National Bank Building,  
New York Office: 146 Broadway

### AGENTS IN THE UNITED STATES, CANADA AND MEXICO

**Akron, Ohio**  
Firststate Park Trust & Savings Bank.  
C. D. Honsdale, Union Passenger Depot.

**Albany, Ga.**  
Cunard Line, 54 North Forsyth St.  
Dr. Ashbury, Gen. Agent Southern Pacific Co.,  
219 Holly Bldg.

**Baltimore, Md.**  
Cunard Line, 167 E. Baltimore St.  
Am. Express Co., 19 E. Baltimore St.  
W. B. Johnson, Gen. Agent, Southern Pacific Co.,  
402 Hartman Bldg.

**Birmingham, Ala.**  
S. J. Brown, Gen. Agent, Southern Pacific Co.,  
& Woolworth Bldg.

**Boston, Mass.**  
Cunard Line, 126 State St.  
Thomas Cook & Son, 235 Washington St.  
Wm. H. Faves S. S. and Tourist Agency, 10 Cornhill.  
Raymond & Whitcomb, 17 Temple Place.

**Master's Tour, 248 Washington St.**  
Am. Express Co., 43 Franklin St.  
J. M. Green, Gen. Agent, Southern Pacific Co.,  
12 Milk St.  
Willard Mawry, Gen. Agent, Union Pacific Co.,  
207 Old South Bldg.  
B. B. St. John, D.P.A., Santa Fe, 336 Washington St.  
E. C. Pace, J.O. A., Western Pacific, 440 Old South Bldg.

**Buffalo, New York**  
Am. Express Co., Main and Erie St.  
Buffalo Trust Co.  
**Cincinnati, Ohio**  
American Express Co., 4th and Race Sts.  
F. E. Scott, Gen. Agent, Southern Pacific Co.,  
202 2nd National Bank Bldg.  
W. H. Connor, Gen. Agent, Union Pacific Co.,  
704 Union Central Bldg.  
F. G. Burnsell, G. A., Santa Fe, 200 Neave Bldg.

**Chicago, Ill.**  
Cunard Line, Dearborn and Randolph Sts.  
Thomas Cook & Son, 117 North Dearborn St.  
Raymond & Whitcomb, 88 South Dearborn St.  
Am. Express Co., 25 West Monroe St.  
Frank E. Scott, Ticket Office, Blackstone Hotel.  
C. L. Keith, 33 West Adams.  
C. L. McFarland, Gen. Agent, Southern Pacific Co.,  
35 W. Jackson Blvd.  
Geo. Herriman, G. A. P. D., Union Pacific Co.,  
56 East Washington St.  
J. R. Moriarty, D. P. A., Santa Fe, 179 W. Jackson St.  
J. E. Courtney, G. A., Western Pacific, 700 West-minster Bldg.

**Cleveland, Ohio**  
Cunard Line, Hotel Cleveland, Public Square.  
The Colver-Miller Co., 203 East Ninth St., Cleve-land Trust Bldg.  
**Akers, Folkman & Lawrence, 723 Euclid Ave.**  
Am. Express Co., 2048 E. 9th St.  
W. H. Brumham, Gen. Agent, Union Pacific Co.,  
410 Euclid Ave.  
P. Palmator, D. P. A., Santa Fe, 405 Bangor Bldg.  
J. H. Harper, G. A., Western Pacific, Bangor Bldg.

**Denver, Colo.**  
E. D. Whitley, Denver R. S. and Tourist Agency.  
J. B. Banks, Gen. Agt., Southern Pacific Co., Den-ham Bldg.  
J. P. Hall, D. P. A., Santa Fe, Union Station.  
W. R. Canfield, G. A. P. A., Union Pacific Co.,  
1814 & California.

**Des Moines, Iowa**  
D. M. Shreck, Gen. Agent, Union Pacific Co., 200 Fifth St.  
S. Lattimer, G. A., Santa Fe, 316 Flynn Bldg.

**Detroit, Mich.**  
Am. Express Co., 11 Fort St. West.  
W. W. Hale, Gen. Agent, Southern Pacific Co.,  
211 Majestic Bldg.  
A. B. Malcolm, Gen. Agent, Union Pacific Co.,  
11-17 Lafayette Blvd.  
F. T. Hendry, Gen. Agent, Santa Fe, Free Press Bldg.  
H. I. Roedfeld, G. A., Western Pacific, 805 C. of C. Bldg.

**El Paso, Tex.**  
Southwestern R. Co. Agency.

**El Centro, Cal.**  
Security Commercial & Savings Bank.

**Fort Worth, Texas**  
E. W. Martindell, G. A., Western Pacific, care of  
F. W. & D. C. R.R.

**Grand Junction, Colo.**  
W. B. Kenney, G. A., Western Pacific.

**Highland Park, Mich.**  
Highland Park State Bank.

**Hot Springs, Ark.**  
Leon Runnison, Mo. Pac. Ticket Office.

**Kansas City, Mo.**  
J. R. Welch, 707 Walnut St.  
Valetta Travel Bureau.  
Hotel Meunierbach.  
American Express Co., 1123 McGree St.  
H. F. Kern, Gen. Agent, Southern Pacific Co.,  
Railway Exchange Bldg.  
J. O. Goodall, A. G. P. A., 705 Walnut St.  
Geo. Hagerluch, D. P. A., Santa Fe, 718 Walnut St.  
E. C. Rosbury, G. A., Western Pacific, 707 Walnut St.

**Los Angeles, Cal.**  
American Express Co., 752 S. Broadway.  
Thomas Cook & Son, Hotel Alexandria.  
D. W. Ferguson, 222 South Broadway.  
Equitable S. S. Agency, 1st and Spring Streets.

**Memphis, Tenn.**  
H. D. Wilson, 38 North Main St.  
I. C. Boushager, Gen. Agent, Southern Pacific Co.,  
Exchange Bldg.

**Milwaukee, Wis.**  
E. G. Clay, Gen. Agent, Union Pacific Co., 221 Grand Ave.

**Minneapolis, Minn.**  
Cunard Line, Metropolitan Life Bldg.  
Vila Niemi, 127 S. Third St.  
American Express Co., 619 Marquette.  
E. H. Hawley, Gen. Agent, Union Pacific Co., 125 South Third St.

**Nashville, Tenn.**  
J. T. Lafferty, Jr., Union Station.



**New York, N. Y.**

Toyo Kisen Kaisha, 165 Broadway.  
The Cunard Line, 21-24 State St.  
Thomas Cook & Son, 561 5th Ave. & 245 Broadway.  
Raymond & Whitcomb, 225 Fifth Ave.  
McCann's Tours, Marbridge Bldg., B'rdw'y at 34th.  
Frank Tourist Co., 398 Broadway and 489 5th Ave.  
Marster's Tours, 285 Fifth Ave.  
Gillespie, Kinports and Beard, 309 5th Ave.  
Frank C. Clark, Times Building.  
Edwin H. Low's Steamship Agency, 1123 Broadway.  
Am. Express Co., 65 Broadway and 118 W. 39th.  
International Sleeping Car Co., 281 5th Ave.  
Bennett's Travel Bureau, 506 5th Ave.  
W. C. Connor, Jr., G. A., Western Pacific, 1102 71 Broadway.

**New Orleans, La.**—F. J. Orfila, 205 St. Charles St.

**Nogales, Ariz.**

T. G. Wright, care of Southern Pacific Co.

**Oakland, Cal.**

Crabtree's Travel Office, 1437 Broadway.

**Ogden, Utah**

Goodman, Thomas Tours Co., 2379 Hudson Ave.

**Omaha, Neb.**—Peters Trust Co.

H. G. Bock, G. A., Western Pacific Co., 704 W. O. W. Bldg.

**Philadelphia, Pa.**

Cunard Line, 1300 Walnut St.  
Thomas Cook & Son, 225 South Broad St.  
Raymond & Whitcomb, 1338 Walnut St.  
Am. Express Co., 1127 Chestnut St.  
Bartlett Tours Company, 200 So. 13th St.  
F. T. Brooks, Gen. Agent, Southern Pacific Co., 1602 Chestnut St.  
F. L. Feakins, Gen. Agent, Union Pacific Co., 8th and Chestnut.  
C. C. Dillard, D. P. A., Santa Fe, 1107 Finance Bldg.

**Pittsburg, Pa.**

Cunard Line, 712 Smithfield St.  
Am. Express Co., 909 Liberty Ave.  
G. G. Herring, Gen. Agent, Southern Pacific Co., Chamber of Commerce Bldg.  
John D. Carter, Gen. Agent, Union Pacific Co., 5th & Liberty.  
C. H. Beach, D. P. A., Santa Fe, 200 Standard Life Ins. Bldg.  
J. T. Neison, G. A., Western Pacific, 311 Park Bldg.

**Portland, Ore.**

Oregon Pacific Co., Wilcox Bldg.  
American Express Co., 6th and Oak Sts.  
W. C. McBride, G. A., Western Pacific, 415 Failing Bldg.

**Portland, Me.**—Robt. W. Reford Co., Ltd., 198 Middle St.

**Redlands, Cal.**—First National Bank.

**Riverside, Cal.**—First National Bank.

**San Francisco, Cal.**

Toyo Kisen Kaisha, 625 Market St.

**Seattle, Wash.**

Cunard Line, 116 Cherry St.  
American Express Co., 804 3rd Ave.  
W. H. Olin, A. G. F. & P. D., Union Pacific Co.

**Salt Lake, Utah**

E. A. Shewe, G. A. P. D., Union Pacific Co., 10 South Main St.  
J. L. Scott, G. A., Western Pacific, Clift Bldg.

**San Diego, Cal.**—J. Don. Dunann, care Pacific S. S. Co.

**Spokane, Wash.**

W. R. Skey, D. F. & P. A., Union Passenger Station

**St. Louis, Mo.**

Cunard Line, 1135-1137 Olive St.  
Am. Express Co., 9th and Locust St.  
G. T. Collett, Gen. Agent, Southern Pacific Co., 312-N. Sixth St.  
J. L. Carney, Gen. Agent, Union Pacific Co., 611 Olive St.  
E. H. Dallas, D. P. A., Santa Fe, 296 Arcade Bldg.  
J. L. Hohl, G. A., Western Pacific, Pierce Bldg.

**Tacoma, Wash.**

Wm. Carruthers, D. F. & P. A., Union Pacific Co.  
1301 National Realty Bldg.

**Washington, D. C.**

The Cunard Line, 517 14th St., N. W.

**AGENTS IN CANADA.**

**Halifax, N. S.**

The Robt. Reford Co., Ltd., Granville & George Sts.

**Montreal, Quebec**

Am. Express Co., 231 St. James St.  
Thomas Cook & Son, 530 S. Catherine St., W.  
The Robt. Reford Co., Ltd., 20 Hospital St.

**Quebec, Que.**

The Robt. Reford Co., Ltd., 103 St. Peters St.

**St. John, N. B.**

The Robt. Reford Co., Ltd.

**Toronto, Ont.**

Melville, Davis S. S. and Tourist Co., Ltd., cor. Adelaide and Toronto Sts.  
Thomas Cook & Son, 65 Yonge St.

**Vancouver, B. C.**

Cunard Line, 622 Hasting St.

**Winnipeg**

Cunard Line, 270 Main St.

**AGENTS IN THE HAWAIIAN ISLANDS.**

**Honolulu**.....Toyo Kisen Kaisha, Alexander Young Building.

**Hilo**.....C. Brewer & Co.

**AGENTS IN CUBA**

**Havana**.....R. Dussaq & Co.

**Santiago**.....Desiderio Parreno

**Cienfuegos**.....Cardona & Co.

**AGENTS IN MEXICO, CENTRAL AND SOUTH AMERICA**

**City of Mexico**.....Kato & Co.

**Salina Cruz, Mex.**.....G. Galicia, Tehuantepec Nat'l Ry. Co.

**Balboa, Panama**.....Panama Agencies Co.

**Mollendo, Peru**.....Mollendo Agency Co.

**Montevideo,**

**Argentina**.....American Express Co.

**Buenos Aires,**

**Argentina**.....American Express Co.

**Lima, Peru**.....W. R. Grace & Co.

**Callao, Peru**.....W. R. Grace & Co.

**Arica, Chile**.....Arica Agencies.

**Iquique, Chile**.....Nitrate Agencies.

**Valparaiso, Chile**.....W. R. Grace & Co.

**AGENTS IN EUROPE.**

**London, Eng.**.....Cunard S. S. Co.

**Liverpool, Eng.**.....Cunard S. S. Co.

**Amsterdam, Holland**, Hoyman & Schurman Booking Agency.

**AGENTS IN SOUTH AFRICA.**

**Johannesburg**.....Parry, Leon & Hayhoe, Ltd.

**Walvisch Bay**.....Parry, Leon & Hayhoe (C. T.), Ltd.

**Luderitz**.....Parry, Leon & Hayhoe (C. T.), Ltd.

**Cape Town**.....Parry, Leon & Hayhoe (C. T.), Ltd.

**Port Elizabeth**.....Parry, Leon & Hayhoe, Ltd.

**East London**.....Parry, Leon & Hayhoe, Ltd.

**Durban**.....Parry, Leon & Hayhoe, Ltd.

**AGENTS IN AUSTRALIA.**

**Adelaide**.....Burns, Philp & Co., Ltd.

Mellwraith, MacEacharn & Co., Proprietary, Ltd.

**Brisbane**.....Burns, Philp & Co., Ltd.

**Melbourne**.....Thomas Cook & Son.

Burns, Philp & Co., Ltd.

Mellwraith, MacEacharn & Co., Proprietary, Ltd.

**Sydney**.....Thomas Cook & Son.

Burns, Philp & Co., Ltd.

**AGENTS IN THE ORIENT.**

**Amoy**.....Douglas, Lapraik & Co.

**Batavia**.....The Borneo Co., Ltd.

Francis Peek & Co.

**Bombay**.....Thomas Cook & Son.

Cox's Shipping Agency, Ltd.

Grindlay & Co.

**Calcutta**.....Thomas Cook & Son.

Jardine, Skinner & Co.

Grindlay & Co., Balmer Lawrie & Co.

**Canton**.....T. E. Griffith.

**Chefoo**.....Cornabe, Eckford & Co.

**Chemulpo**.....Bennett & Co.

**Colombo**.....Thomas Cook & Son.

Delmege, Reid & Co.

**Dairen**.....Cornabe, Eckford & Co.

**Delhi**.....Thomas Cook & Son.

**Foo Chow**.....Bathgate & Co.

**Fusan**.....Holme, Ringer & Co.

**Hankow**.....Westphal, King & Ramsay, Ltd.

**Harbin**.....International Sleeping Car Co.

**Hong Kong**.....Toyo Kisen Kaisha.

**Karachi**.....Forbes, Forbes, Campbell & Co.

**Keelung, Formosa**.....Tait & Co.

**Kobe**.....Toyo Kisen Kaisha.

**Macao**.....De Souza & Co.

**Moji**.....Mitsui Bussan Kaisha.

**Madras**.....Walker & Co.

**Manila**.....Toyo Kisen Kaisha.

**Masampo**.....Holme, Ringer & Co.

**Nagasaki**.....Holme, Ringer & Co.

**Newchang**.....A. Van Ness & Co.

**Peking**.....Thos. Cook & Son.

International Sleeping Car Co.

**Penang**.....Sandilands, Buttery & Co.

McAlister & Co., Ltd.

**Rangoon**.....Thomas Cook & Son.

**Saigon**.....W. V. G. Hale & Co.

**Samarang**.....Burns, Philp & Co.

Francis Peek & Co.

**Seoul**.....L. Rondon & Co.

**Shanghai**.....Toyo Kisen Kaisha.

**Shimidzu**.....Amano Kaisoten.

**Singapore**.....McAlister & Co., Ltd.

**Sourabaya**.....Burns, Philp & Co., Ltd.

Francis Peek & Co.

**Sumatra**.....Francis Peek & Co.

**Swatow**.....Bradley & Co.

**Tsingtau**.....Cornabe, Eckford & Co.

**Tientsin**.....Liddell Bros. & Co.

International Sleeping Car Co.

**Vladivostok**.....Mitsui Bussan Kaisha, Ltd.

International Sleeping Car Co.

**Yokohama**.....Toyo Kisen Kaisha.

NOTE.—All offices of the principal railways in the

United States; also all the offices of Cunard S. S., Messrs.

Thomas Cook & Son, the American Express Co., and

International Sleeping Car Co., in all parts of the world,

will quote rates and furnish tickets.

**FOR INFORMATION REGARDING FREIGHT****RATES, SPACE AND RESERVATIONS APPLY TO**

**New York:**

Toyo Kisen Kaisha, 165 Broadway.

Davies, Turner & Co., 39 Pearl St.

**Boston:**

Davies, Turner & Co., 104 High St.

**Philadelphia:**

Davies, Turner & Co., 316 Walnut St.

**Chicago:**

Toyo Kisen Kaisha, 58 E. Washington St.

Davies, Turner & Co., 111 West Monroe St.

**Cleveland:**

Davies, Turner & Co., 408 American Trust Bldg.

**Detroit, Mich.:**

Davies, Turner & Co., 300 Free Press Bldg.

**St. Louis:**

Davies, Turner & Co., 1436 North Broadway.

**PANAMA AGENCIES  
COMPANY**

**EXPORTERS - IMPORTERS  
STEAMSHIP AGENTS**

**COLON—PANAMA  
BALBOA**

**Post Office Address:  
ANCON, C. Z.**

**Cable Address: "PANACO"**

Agents in the Canal Zone and Republic  
of Panama for

**TOYO KISEN KAISHA  
(Oriental Steamship Co.)**

Telephone No. 685

**No. 147 Connaught Road, West  
Hong Kong**

**AH PONG**

**House and Sign Painter**

**Gilding, Polishing, Graining and  
Scraping, Building Contractor  
Carpenter and Caulker**

**Indo-China Steam  
Navigation Co.  
Limited**

**Shanghai, Weihaiwei, Chefoo and  
Tientsin Line—Every Three Days**

**Shanghai, Swatow, Hong Kong  
and Canton Line—Every Five Days**

The Steamers of this Company  
Offer Superior Passenger Ac-  
commodation and are fitted  
throughout with electric light.

**Calcutta, Hong Kong, Shanghai  
and Japan Line—Every Ten Days**

These Steamers maintain a  
Regular Service between Cal-  
cutta and Kobe, calling at  
Penang, Singapore and Hong  
Kong en route, in addition to  
Mojí when Westward bound.

**A Weekly Service is maintained between  
Hong Kong and Manila by the S. S.  
Yuensang and Loongsang, leaving each  
Port on Friday Afternoon.**

**Jardine Matheson & Co.  
Limited**

General Managers at Hong Kong



## CUNARD LINE

FIREPLACE  
IN  
PALLADIUM LOUNGE

R.M.S. "AQUITANIA"

## Passenger and Freight Services

New York—Cherbourg— Southampton	New York—Glasgow	Baltimore—Bristol
New York—Liverpool	New York—Mediterranean	Halifax—Southampton
New York—London	Boston—Liverpool	Halifax—Liverpool
New York—Bristol	Boston—London	Halifax—London
New York—Antwerp	Philadelphia—Liverpool	Portland, Me.—London
New York—Rotterdam	Philadelphia—London	Portland, Me.—Bristol
	Philadelphia—Bristol	America—Levant

## 21-24 STATE STREET, NEW YORK

136 State Street.....	BOSTON	218 N. 10th Street.....	ST. LOUIS
107 E. Baltimore Street.....	BALTIMORE	501 Market Street.....	SAN FRANCISCO
140 N. Dearborn Street.....	CHICAGO	617 14th Street.....	WASHINGTON, D. C.
Third St. and Second Ave. No. ....	MINNEAPOLIS	136 Cherry Street.....	SEATTLE
66 N. Forsyth Street.....	ATLANTA	103 St. Peters Street.....	QUEBEC, QUE.
1300 Walnut Street.....	PHILADELPHIA	Granville & George Sts.....	HALIFAX, N. S.
712 Smithfield Street.....	PITTSBURGH	60 King St., East.....	TORONTO, ONT.
198 Middle Street.....	PORTLAND, ME.	622 Hastings Street West.....	VANCOUVER
206 St. Charles Street.....	NEW ORLEANS	270 Main Street.....	WINNIPEG
Hotel Cleveland, Public Sq.....	CLEVELAND	29 Hospital Street.....	MONTREAL





# PACIFIC MAIL S. S. CO.

UNDER AMERICAN FLAG

Established 1848

## “SUNSHINE BELT” to the ORIENT

### TRANS-PACIFIC SERVICE

TO

HAWAII, JAPAN, CHINA AND THE PHILIPPINES,  
NEW AND LUXURIOUS SISTERSHIPS

S. S. “Ecuador” S. S. “Venezuela” S. S. “Colombia”

### MANILA-EAST INDIA SERVICE

TO

HONOLULU, MANILA, SAIGON,  
SINGAPORE, COLOMBO AND CALCUTTA

S. S. “Colusa” S. S. “Santa Cruz”

### PANAMA SERVICE

TO

MEXICO, GUATEMALA, SALVADOR, HONDURAS,  
NICARAGUA, COSTA RICA AND PANAMA CANAL

S. “Newport” S. S. “Cuba” S. S. “San Juan”

S. S. “City of Para” S. S. “San Jose”

### ROUND THE WORLD FREIGHT SERVICE

PACIFIC MAIL SPECIALTIES ARE

### “Service and Cuisine”

For Information, Reservations or Passage Apply to  
Any Railroad or Steamship  
Agent or to the Company's

General Passenger Agent  
508 CALIFORNIA STREET  
SAN FRANCISCO







SERVICES  
San Francisco  
to the  
Orient  
and  
South  
America

## TOYO KISEN KAISHA

(Imperial Japanese and U. S. mail line)

Along the gateway of the sun from

**SAN FRANCISCO to JAPAN, CHINA,  
PHILIPPINES and Far East**

Fast and frequent freight and passenger services

### NORTH AMERICAN LINE

S. S. Shero's Maru, 20,000 tons, 17 knots, sails Sept. 4  
S. S. Seiyō Maru, 14,000 tons, (via Portland) sails Sept. 13  
S. S. Tenyo Maru, 22,000 tons, 21 knots, sails Sept. 18  
S. S. Shinyō Maru, 22,000 tons, 21 knots, sails Oct. 14

### SOUTH AMERICAN LINE

Between China, Japan, Honolulu, San Francisco, west  
coast ports of Mexico, Central and South America to Val-  
paraiso, Chile. Passengers and freight by  
S. S. Anyo Maru, 18,000 tons, sails Oct. 23.

San Francisco office, 625 Market St. Phone Sutter 3906  
New York, 165 Broadway. Chicago, 58 E. Washington St.

ARY  
STATE  
SIX

DE 201  
J3  
V.10

J  
A  
P  
A  
N

壬午丙申初秋寫  
應舉



Steam Ship Ticket Dept.  
**THE UNION TRUST COMPANY**  
120 East Market St., Indianapolis, Ind.

日本

NOVEMBER, 1920

Go 314



# DIRECT ORIENTAL SERVICE

Our foreign department affords shippers, exporters, importers, DIRECT banking facilities in the Orient and throughout the world. That service is the development of many years of highly specialized effort based upon an intimate acquaintance with the requirements of international trade and the expeditious handling of documentary collections involving the supervision of merchandise.

We invite the correspondence of houses interested in Pacific Coast and Oriental Trade and gladly assure them of the cordial co-operation of our experts.

## RESOURCES OVER ONE HUNDRED MILLION DOLLARS

---

### OFFICERS

HERBERT FLEISHHACKER, President

MORTIMER FLEISHHACKER - Vice-President  
J. FRIEDLANDER - - - Vice-President  
C. F. HUNT - - - Vice-President  
E. W. WILSON - - - Vice-President  
HARRY COE - - - Vice-President  
W. E. WILCOX - - Vice-President and Cashier  
J. W. LILIENTHAL - - - Vice-President

FRED F. OUER - - - Assistant Cashier  
JOHN GAYLE ANDERTON - - Assistant Cashier  
GEO. A. VAN SMITH - - - Assistant Cashier  
V. KLINKER - - - Assistant Cashier  
J. S. CURRAN - - - Assistant Cashier  
EUGENE PLUNKETT - - Assistant Cashier  
E. R. ALEXANDER - - Assistant Cashier  
L. J. AUBERT - - - Assistant Cashier

### DIRECTORS

Walter E. Buck  
E. A. Christensen  
Robert Dollar  
Herbert Fleishhacker

M. Fleishhacker  
A. W. Foster  
Wm. F. Humphrey  
C. F. Hunt

J. R. Hanify  
J. J. Mack  
J. C. McKinstry  
M. Meyerfield, Jr.

Raphael Weill

Chas. C. Moore  
R. D. Robbins, Jr.  
Adolfo Stahl  
Sig. Stern

---

# The Anglo & London Paris National Bank Of San Francisco

## Classified Directory of Leading Business Firms

<b>Agricultural Tractors</b>	PAGE
Holt Mfg. Co. (Caterpillar).....	62
<b>Automobiles</b>	
Harold L. Arnold.....	30
<b>Banks</b>	
Anglo & London Paris Nat'l Bank	
Inside Front Cover	49
Crocker National Bank.....	49
International Banking Corporation.....	49
Mitsui Bank.....	38
Saidi & Tilton Bank.....	38
Yokohama Specie Bank.....	37
<b>Coal</b>	
King Coal Co.....	2
<b>Cigars</b>	
Mechanische Bros. & Co.....	58
<b>Copperage</b>	
Koster Co.....	58
<b>Coffee</b>	
Charwell's Coffee.....	50
M. J. Brandenfeldt & Co.....	50
<b>Deck Yards and Shipbuilding</b>	
Hongkong & Whampoa Dock Co.....	68
The Yokohama Dockyard & Eng. Co.....	68
<b>Druggists</b>	
Borriken & Runyon.....	49
Laundry & M. Wash.....	61
<b>Electric</b>	
Marine Electrical Co.....	60
<b>Florida</b>	
Foderia & Baldocchi.....	54
<b>Freight Forwarders and Shippers</b>	
Davies, Turner & Co.....	64
Nation & Co.....	63
C. Henry Smith.....	63
Wm. H. Thorpe.....	63
Oregon Pacific Co.....	63
<b>Gold Sales and Clubs</b>	
St. Mungo Mfg. Co.....	55
<b>Hardware</b>	
Leverman Co.....	56
Marshall-Newell Supply Co.....	60
<b>House Furnishings</b>	
W. & J. Shone.....	43
<b>Hops, Malt, Beer</b>	
Oeo. Hermann Co.....	61
S. Clemens Hotel.....	61
Kurtz Beer.....	69
<b>Hotels</b>	
Biltmore Hotel, New York, N. Y.....	33
Belmont Hotel, New York, N. Y.....	32
Clark Hotel, Los Angeles, Cal.....	46
Commodore Hotel, New York, N. Y.....	43
Del Monte Hotel, Del Monte, Cal.....	48
Hongkong Hotel, Hongkong, China.....	48
Japan Hotel Assoc'n, Tokyo, Japan.....	50
Manhattan Hotel, New York, N. Y.....	51
Murray Hill Hotel, New York, N. Y.....	52
Oriental Hotel, Kobe, Japan.....	51
Palace Hotel.....	45
Plaza Hotel.....	45
St. Francis Hotel, San Francisco, Cal.....	44
Stewart Hotel, San Francisco, Cal.....	44
Whitcomb Hotel, San Francisco, Cal.....	44
<b>Iron and Steel</b>	
T. J. Moynihan & Co.....	40
Mayfield & Co.....	40
<b>Insurance</b>	
Asiatic Insurance Co.....	61
W. B. Alexander.....	41
Fireman's Fund.....	54
Johnson & Higgins.....	61
<b>Importers and Exporters—In Orient</b>	
Kuhara & Co.....	68
Miyamoto Gensai.....	69
Sasaki & Co.....	69
Y. Takakura & Co.....	68



Volume X Number 2

NOVEMBER - 1920

(Published on October 1st, 1920)

Price, 15 Cents Per Copy. \$1.50 Per Year.

## CONTENTS

COVER DESIGN—The Carp and the Maples— From an Old Print by Okyo.....	
Frontpiece—In the Bamboo Grove.....	4
Driving Off at Hongkong.....	5
By Jabez K. Stone	
Art Section—Some Bridges of Japan.....	13
What I Would Do If—7.....	20
By John Sharrock	
Solving the Japanese Question.....	21
By K. K. Kawakami	
Decorative Motives of Oriental Art—Second Series—Part XXI—The Tortoise.....	23
By Katherine M. Ball	
Editorial.....	23
Personal Mention of Prominent People.....	32
Portland Takes Its Place Among the Pacific Ports.....	32
Tobacco Culture in Kiangsi Province.....	49
Oriental Hotel Makes Improvements.....	54
Trans-Pacific Passenger Rates Increased.....	61
A Notable Letter to Railroad Men.....	65
By William Sprule, President Southern Pacific Co.	
Across the Pacific Along the Pathway of the Sun.....	68
Toyo Kisen Kaisha Agents and Representatives.....	70

This magazine is distributed through tourist and travel agencies in the United States, Honolulu, Japan, China, India, Australia, the Philippines and other countries. In addition it is circulated on steamers of the Toyo Kisen Kaisha and other S. S. lines, and mailed to exporters and importers of America and the Orient and in response to inquiries for rates, schedules and other information. "Japan" reaches a select class of prospective tourists and travelers, travel information bureaus, hotels, importers, exporters, shippers, consignees, etc. The monthly circulation of "Japan" is guaranteed by the Toyo Kisen Kaisha.

COPYRIGHT 1920, BY JAMES KING SYRABLE.

Advertising rates will be furnished upon application.

CONTRIBUTORS—Travelers are invited to send to the Editor photographs, stories or items of interest regarding the steamers or the territories reached by the Toyo Kisen Kaisha. Due credit will be given the author or the artist for all matter used.

<b>Importers and Exporters—In America</b>	PAGE
American Trading Co.....	49
Bellows, Guthrie Co.....	54
W. M. Duval & Co.....	61
Orville-Dunaway Co.....	61
Getz Bros. Co.....	61
S. Clemens Hotel.....	61
S. L. Jones Co.....	61
Johnson-Lookin Mercantile Co.....	60
Langley & Michals.....	60
MacDonald & Co.....	60
Nippon Dry Goods Co.....	60
A. N. Nelson & Co.....	60
Panama Agencies Co.....	71
Pacific Orient Co.....	60
Petroleum Products Co.....	68
<b>Labs and Stations</b>	
A. Carline & Co.....	41
<b>Lumber</b>	
Pacific Export Lumber Co.....	42
<b>Laundry</b>	
Metropolitan Laundry Co.....	63
<b>Leather</b>	
E. N. Cook Leasing Co.....	61
Kullman, Salt & Co.....	60
<b>Mine Appliances</b>	
E. D. Bullard.....	65
<b>Musical Instruments</b>	
Byron Maury & Co.....	63
<b>Oriental Art Goods</b>	
Miss Clary.....	46
<b>Paints and Painting</b>	
Ab Fong.....	71
<b>Ports</b>	
Port of Portland.....	38
<b>Provisions—Ship Supplies</b>	
Bayle, Lenois & Co.....	68
Ab Chew Bros.....	68
Wm. Cluff & Co.....	61
Deane, Lowrey & Co.....	60
J. Deanna & Co.....	60
Dairy Farm Co., Ltd.....	60
Gerard & Maginnis Co.....	61
Getz Bros.....	60
Chas. I. Goring & Co.....	60
Honolulu Dairyman's Association.....	65
O'Brien, Spurgeon & Mitchell.....	61
A. Paladini.....	60
Schwitzer & Co., Inc.....	68
West Coast Cattle Crier Co.....	61
<b>Publications</b>	
Frank Waterhouse Co.....	41
Circumnavigators' Club.....	68
<b>Railroads</b>	
Imperial Government Railways.....	68
South Manchuria Railway Co.....	68
<b>Restaurants</b>	
Golden Phoenix.....	46
<b>Sawdust</b>	
McCabe, Hamilton & Reany Co.....	65
<b>Ship Chandlers</b>	
J. & R. Wilson, Inc.....	60
<b>Steamship Companies</b>	
Canard Line.....	72
Indo-China Steam Nav. Co.....	71
Pacific Mail S. S. Co. Inside West Cover	
Toyo Kisen Kaisha.....	Bank Cover
<b>Steamship Agents</b>	
Toyo Kisen Kaisha.....	68
Thos. Cook & Son.....	60
American Express Co.....	60
<b>Tailors</b>	
Olson & Holmes.....	67
<b>Tractors</b>	
Holt Mfg. Co. (Caterpillar).....	62
<b>Tourist Agents</b>	
American Express Co.....	60
Thos. Cook & Son.....	61
<b>Welding Apparatus</b>	
Oxy-Acetylene, E. D. Bullard.....	65





TOYO  
KISEN KAISHA  
S.S.

KOREA MARU  
TAKING  
KING COAL  
FOR BUNKER  
AT  
SAN FRANCISCO  
Furnished by  
KING COAL

**KING COAL COMPANY**  
EXCHANGE BLDG. 369 PINE STREET  
SAN FRANCISCO



# Hotel Del Monte California

**A place where it is summer  
all the year—**

not the hot summer of the tropics, nor the high temperature of the Mid-West, nor yet the swiftness of the East—but the delightful cool summer of California's Coast.

***There is no Place Like Del Monte***

Del Monte is the ideal place in which to spend a few days before sailing or after returning from abroad. It offers every facility for out door sport.

ONLY 4 HOURS BY TRAIN FROM SAN FRANCISCO. 125 MILES  
OVER FINEST MOTOR ROAD IN THE WORLD

**American Plan Only—Super Excellent Table**

Wire or wireless reservations at our expense

**Carl S. Stanley**  
MANAGER

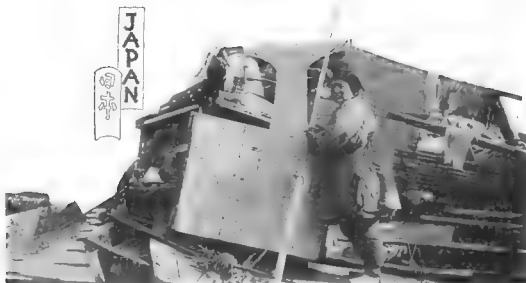
Below: The Lodge at Pebble Beach facing the Sea







*Inseparably associated with Japan are the tall and feathery bamboo. There are several varieties of this tree, but all have the same characteristics of straight upspringing trunks and brilliant leafage. The bamboo is the tree of youth and no more expressive wish can be given the fond parent than that the son "may grow like a young bamboo tree." In the engraving the old man in his straw raincoat is resting while swapping a little gossip with his neighbor.*



## Driving Off at Hongkong

An afternoon at Fanling, the finest golf course in the Far East, and an evening at the new resort at Repulse Bay

By JABEZ K. STONE



ON'S a fair shot," said McKenzie as he took his stance at the tee. "It looks like a huge skull sitting on the side of the hill, and I must aim to hit it in the eye to make the green."

It was a brilliant afternoon, the sun gleaming on the green grass of the fairways and glaring from the brown burned earth outside the refreshed irrigation area.

All around the high mountains, bald as a skull, deforested and devoid of almost every form of vegetation, a dozen shades of brown at the base, toning to purple and black at their serrated edges which gashed the turquoise sky. In the valley lay the golf course, the superlative 18-hole golf links of the Royal Hongkong Golf Club, one of the world's finest and without equal anywhere in the Orient.

So this was Fanling.

Twenty miles away by steam tram or about twenty-five by motor over a well-graded, but rather winding motor road lay Hongkong, Britain's greatest outpost in the East.

We had motored down in the morning, stopping for a half hour at Kowloon, across the strait from Hongkong, to inspect the splendid nine-hole course at the Officers' Club there. The road was excellent, winding along the hillside, affording beautiful views of the sea and the adjacent islands; Green Island, fully deserving its name, and Stone Cutters Island blocking the passage in the distance to the left. Then it turned sharply and the waterscape gave place to bare mountains, sunbaked into burnt umber and orange, that were succeeded farther on by lower ranges covered with a thick growth of shrubs and scrub timber that crowded close on the cultivated fields extending far up their steep sides.

Soon we again came in sight of the water, this time a long arm of the bay that cut its tortuous way between the mountain walls. Below us as we swung around the shoulders of the hills we could see the gleaming tracks of the railroad, straight as an arrow along the water side, piercing the hills with many tunnels, on the way to Canton. Strung along its right-of-way were villages and farms, checker-board squares of water in the rice fields, rows of orchards, yellow patches of grain, white walled

and black roofed houses, brown paths twisting in and out, with here and there a cluster of huts on the water's edge, brown-red fishing nets strung drying in the sun, a pleasing picture from the hillside along which our road wound serpent-like.

After a long descent we reached the valley floor, and spun along the smooth metalled road, across the rails and up to the Fanling Clubhouse.

Fanling is beautifully situated and has the making of a delightful suburb and residence colony, for which it was originally designed. It lies in the New Territory, a long strip of land along the coast which Britain leased for ninety-nine years from China to protect her colony of Hongkong. To aid in the development of Fanling, the Hongkong authorities took an active and substantial interest through His Excellency the Governor. As a nucleus of development the Fanling Golf Club was laid out in 1906 and since that time has been continuously improved.

The clubhouse itself reminded us of a colonial mansion in the middle of a considerable garden, a two-story affair with airy lounge, bar, dining room, parlor opening onto a wide veranda supported by thick columns. On the upper floor were sleeping quarters for members. To the east, some distance away, was another and smaller clubhouse devoted to the use of the ladies. This adjoins the second course of eighteen holes, known as the Relief Course, which was formerly only nine holes, reserved for the feminine members of the Club, but now open to all players.

Southward from the main clubhouse lies the first 18-hole or Big Links, presenting as diversified a course as the most enthusiastic golfer could wish.

To the visitor who has played over the smaller and hilly courses of Japan, the plateau course at Tien Shuen Shau near Peking, the flat and uninteresting links at Kiang-wan and Hungjiao at Shanghai, or the monotonous level of Manila's Municipal Course, the Fanling courses come as a revelation. The situation is ideal, the scenery magnificent and the treatment of each one of the 36 holes is masterly.

The names of the various holes are indicative of their characteristics. Thus No. 1 (323 yards) is called the Meadow, a long straightaway drive unbunkered, but





bounded by considerable rough, with a dog's leg to the green; No. 2 (376 yards) is the Twins, guarded by a trap and high bunker extended clear across the fairway; No. 3, a short hole of 153 yards, is the Bamboo, which is self-explanatory; No. 4 (370 yards) is called the Rise, in contradistinction to No. 5 (329 yards) which is the Dip; No. 6 is all that name implies, the long hole of 458 yards; No. 7 is a mean hole across a marsh and fittingly described as the Bog; it is only 175 yards but woo to the player who falls short or shoots too far; No. 8 (364 yards) is the Gap, being guarded by two hillocks; No. 9 is the Turn, a straightaway of 494 yards. This brings you to the Half Way House, a Chinese pavilion presented to the Club by Governor May. No. 10 (324 yards) is the Saddle, going over a knoll and up the other rise; No. 11 is another dog leg, 400 yards, into the hillside and is called Land's End; No. 12 (140 yards) is the Gem, and to the one who makes it anywhere near par it is all of that. From the Gem (12) to No. 13 (388 yards) is along the foot of the hill; No. 14 (269 yards) presents no unusual features and is unnamed; No. 15 (447 yards) needs a long straight drive directly into the hillside, slicing or pulling will bring trouble; No. 16 (231 yards) is Braeside, so named by one of the Scotch members; No. 17 is just "17 hole," but tests your skill with 459 yards from which you go home—350 yards—down a fine level fairway guarded by two traps and a high bunker.

The nineteenth hole, an institution now gone but not forgotten in America, is reached by a short walk through the garden to the clubhouse veranda.

Fanling, while the largest and finest property of the Royal Hongkong Golf Club, is not the only one. There are two others closer at hand on the Island itself. One of these is at Happy Valley, a flat course within the race track that serves its pur-

*To the left are three interesting views of the splendid golf course at Fanling, near Hongkong. At the top is the clubhouse and the 18th fairway. The middle and lower engravings give an excellent idea of the character of the holes and the surrounding country. The insets show some action on the greens.*

pose admirably, while another at Deep Water Bay on the opposite side from the city, is sportier and more pleasantly situated, directly on the sea.

The club has a large membership, the roll for 1919 showing 469 resident members and 53 subscribers, making a total of 522.

There is talk of a new golf course being constructed at Repulse Bay in connection with the new Repulse Bay Hotel, the latest addition to Hongkong's hotel facilities and one of the most attractive places of its kind in the world.

The Island of Hongkong, star colony of Great Britain in the Far East, is practically a mountain top, perhaps thirty miles in circumference and an area of thirty square miles, terminating in the Peak, which rises 1825 feet above the sea. The granite hills are as bare of vegetation as the hills of the China coast across the Straits and not more than one-twentieth of the area can be cultivated.

Wherever a bit of soil can find lodgment in the crevices of the hills and along the banks of the many streams that rush turbulently to the sea, plant growth is rank and luxurious. Around the houses and in the grounds on the terraces the gardeners have worked wonders, producing brilliant lawns beneath the trees with many flowers and shrubs. In the *Flora Hongkongensis*, published in 1861, over a thousand varieties of flora found on the Island are listed, a greater variety than is found in any other area of equal size, and by now this number has been greatly increased.

On the west side of the Island facing the harbor, where the city of Victoria is located, the hill-sides have been terraced between wide roads, and here the residences are located, served by the cable tramway that climbs directly to the summit of the Peak.

Fanning course is owned by the Royal Hongkong Golf Club, which has the support of the officials of the Colony. Former Governor General May presented the Halfway Rest Pavilion shown in the upper picture to the Club, as a personal gift. In the lower engraving one of the ancient Chinese graves is shown on the hillside to the right. The other view indicates the variety of this excellent course.







*From the terrace of the Repulse Bay Hotel, as shown in the insert to the left, the curving sandy beach and the bold mountains crowding into the sea, greet the eye.*

Business soon outgrew the cramped space between the foot of the hills and the water and expanded first to north and south and then as more room was needed, filling in the harbor, until now there is a fine level business district several blocks wide and several miles in length.

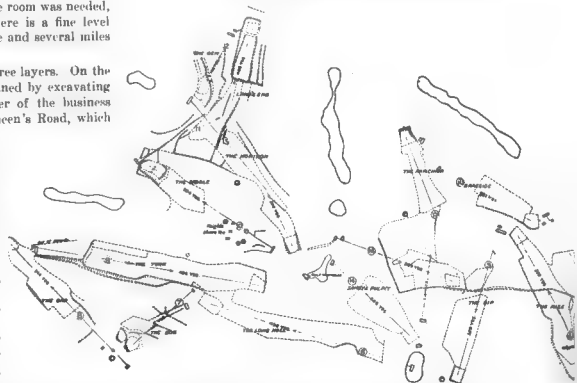
Thus the city is really built in three layers. On the bottom layer—the level portion gained by excavating and filling in—there are a number of the business streets, the principal one being Queen's Road, which extends from one end of the town to the other a distance of five miles. At the center are the quays and landing piers, the principal business houses, offices, hotels and shops. At the ends are the residences of the Chinese. The second layer rises on the hillside above these and includes the Government Houses and other public buildings and the homes of the more prosperous Europeans. The third layer is the Peak, crowned by a hotel and near it the beautiful residence of the Governor of Hongkong, one of the most important officials on the British Colonial list. Scattered about the Peak crest are the summer homes of those who can afford to build there to escape the heat of the lower levels.

Except for a limited number who live in the small villages and industrial settlements outside the city, the entire population of the Island resides in Victoria, a site selected because it dominated the harbor and in early days offered greater level area than any other part of the Island.

The Island is Hongkong, the city Victoria, but few people ever differentiate between the city and the Colony. Little mail is ever addressed to the city and the name appears rarely except on official documents. No other city in the world is so well known and at the same time so little known.

Everywhere on the Island, which faces the open sea, the steep hills crowd to the water's edge. Around these precipitous cliffs a splendid automobile road has been hewed which completely encircles the Island, making a drive of twenty-four and a half miles that for variety of form and color, of landscape and watercolor, of scenery and vegetation, of formation and perspective, is without a superior.

If you ascend the Peak and from its heights look to the eastward directly on the other side of the Island from the city, you will see a number of bays and inlets of varying size. Out of the dark green of the shrubbery the road is seen winding like a white ribbon, curving around the hillsides and dipping down to the shore at Deepwater Bay. There is a golf course and clubhouse here which is quite a popular rendezvous, being but a short motor ride. Beyond this the road again mounts upward, scaling the shoulders of the hills until it comes to the gleaming crescent of golden beach at Repulse Bay. On the hillside close



*The Faning Golf Course of the Royal Hongkong Golf Club is the finest in the Far East and among the best in the world. In its length of 6070 yards is found such variety of ground as appeals to the most expert golfer. The above diagram is taken from a photograph of the official architect's drawing and is reproduced here for the first time. Fanning is twenty miles from Hongkong and is reached by train or over a good motor road.*

by the beach is a beautiful white edifice standing in its own garden, with a white balustraded terrace overlooking the sea.

This is Repulse Bay Hotel, the newest addition to the hotel facilities of Hongkong and easily the peer of any

resort or city hotel in the Far East.

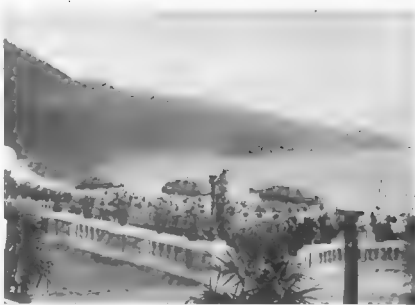
The first impression is that of admiration of the wonderful beauty of the situation. On the east and west sheltering hills encompass the lovely bay, while to the south, directly in front of the hotel, there is a wide view of the sandy beach, the shimmering sea, dotted with near and distant islands.

Behind tower the high wooded hills, shutting out the raw north winds of winter, while the cool, refreshing and welcome southwest winds of summer have an uninterrupted sweep along the coast. Hongkong, noted for its superb scenery and wonderful views, can boast nothing finer than this.

When we say "new," it means new—brand, span new—for it was opened less than a year ago—on January 1st, 1920, to be exact. Built and operated by the Hongkong Hotel Company, who are also operating owners of the Hongkong Hotel and Hotel Mansions in the heart of the city, Repulse Bay Hotel offers a delightful variety. The building is of two stories and is built of concrete, insuring comfort at all seasons. It has a frontage of 150 feet, facing a broad terrace set in greensward, and laid out on formal garden lines with prim flower beds and playing fountains.

A flight of broad low steps brings the guest to the veranda, which is fourteen feet wide and extends the full length of the building, under an iron marquee like that of the Hongkong Hotel. A wide entrance opens hospitably off this into the main lounge, which covers some thirty-five hundred feet of floor space. It has a high ceiling with mezzanine music balcony just above the office, in which the working staff is located.

The lounge is done



The Terrace of Repulse Bay Hotel is gay with flowers and lawns and colored sunshades. The wide verandas of the hotel overlook it.

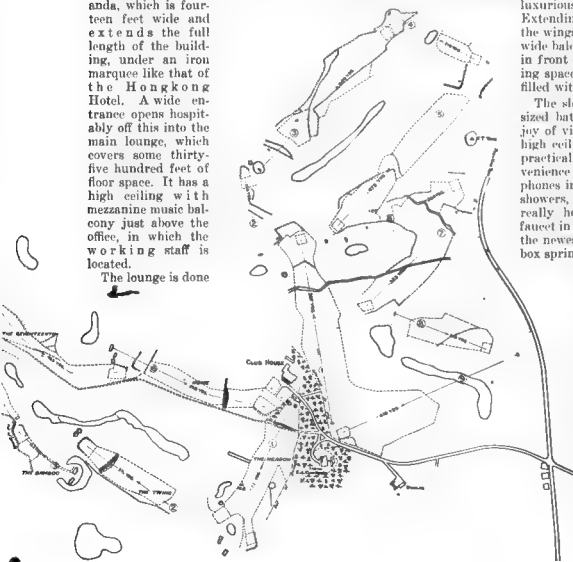
in soft tones on ceiling and walls that blend admirably with the high wainscoting of dark teak wood, extending all around the room. Large hanging bowls, the newest idea in electric indirect light, throw a soft radiance over the luxurious furnishings of this spacious room. Extending from each end of the main hall are the wings which contain the guest rooms. The wide balcony in front of the hotel is continued in front of each wing, affording ample lounging space, while between the wings is a patio filled with plants, shrubs and flowers.

The sleeping chambers with their generous sized bathrooms and dressing closets are the joy of visitors, being twenty feet square with high ceilings and an outlook on the sea from practically every one. Every modern convenience has been provided, including telephones in each room, porcelain bath tubs and showers, with an always available supply of really hot water, filtered ice water at the faucet in every room, patent window adjusters, the newest designs in twin beds, with the best box springs and mattresses obtainable. Everywhere everything is spick and span, faultlessly clean, in white tile and glazed walls.

The kitchens and service rooms are constructed on the same modern lines of highest efficiency and sanitation.

The hotel at Repulse Bay is 11½ miles from the Hongkong Hotel and the drive is a delightful prelude to the place itself with its delightful hotel, golf course close by, excellent fishing and sailing and superlative bathing. Frequent and regular motor car service is maintained at very moderate fare per person.

The increase in the number of motor cars in Hongkong has been a factor in the development of its good roads. Some idea of the growth of this business is given in





the following item referring to the New Years opening of the hotel taken from the *Morning Post*:

"The motor car gave a good demonstration of its capabilities when it transported hundreds of guests to the opening function at Repulse Bay Hotel. Nothing gave the earlier arrivals greater delight than to watch the continuous stream of motors swing round the bend, ascend the hill, deposit their passengers at the hotel entrance, then pass out of sight to be parked on the broad roadway below. For Hongkong it was a novel and bustling sight which none but a 'dreamer' would have dared to forecast ten years ago. Gazing on the scene from the veranda of the hotel one could not help reflecting on how swiftly ideas have changed in this Colony. It would be within the memory of most of those present at the function—it was 1912 in fact—that a monster petition was organized and presented to the Government protesting against the motor car being allowed in this Colony. There were little more than a dozen of them then, and every obstacle was placed in the way by an alarmed public against their increase. The streets and roads were too narrow, motor cars were a menace to life and limb, slow traffic and pedestrians demanded protection of their rights against these new-fangled juggernauts of the highway. By-laws were framed which forbade the use of motor cars after midnight—(people could not get to sleep for the hooting of motor horns)—and their operations were strictly confined to the main lower-level roadways. Outside of the bounds defined the owner of a car was liable to the severest penalties. Prosecutions were the order of the day. Even Jubilee Road, little used as it was, became a prohibited area when the Commodore's pony shied at a car brought to a standstill to allow him to pass. All this is changed. There are over five hundred cars in use in the Colony today, and this despite the war and its influence on supplies. Those who are in a position to know estimate that within two years the number will exceed one thousand. Many new cars are on order and the demand is increasing. The motor bus service inaugurated is but the forerunner of greater enterprise in this line once the Government's schemes of road extension and road widening have matured. The motor road round the Island and motor access to the Peak will give further impetus to the demand for cars. The development of communications in Kowloon is also a boon of which the motor car is destined to take the fullest advantage in the near future. Nor is it a far-fetched idea to imagine a motor taxi service doing the work of the public rickshas in the city. Motor traction for commercial purposes is also coming. Already it is evident in a small way, but the time will soon be here when the motor must take the place of the unwieldy man-hauled trucks that hold up street traffic at all hours of the day. This year's budget makes provision for motor haulage of the meat from the slaughter house to the markets—a good beginning. The motor fire engines are no longer a novelty and to their frequent clamorous outtings must be given the credit of teaching the meandering pedestrian to 'skip

lively.' Undoubtedly what in former years was frequently referred to as a 'nuisance' has established itself in favor, and with none more than the signatories of the famous petition—the Chinese."

But to return from this digression regarding motor cars, to the new hotel.

The beautiful building in its lovely situation is the culmination of a dream of James H. Taggart, manager and secretary of the Hongkong Hotel Company. He it was who realized the need for additional hotel accommodations of the best class in the Colony, who appreciated the fact that something different from the usual metropolitan hotel—be it ever so excellent—would appeal to the tourist; who saw the advantages of the site at Repulse Bay; who convinced his associate directors of the wisdom of the plan; who labored with architects and contractors and decorators, and who with his customary vigor carried the whole proposition through to a successful culmination.



The Island of Hongkong is Britain's prize colony in the Far East—the richest and most influential, politically and economically. The city on the island is Victoria, although that name is but rarely used, the name Hongkong being applied indiscriminately to both places. Victoria occupies practically all the available level land on the island, but new roads are being built which are bringing many other attractive residence sites within reach. Of these the new Repulse Bay Hotel occupies one of the choicest.

The wisdom of the new enterprise has already been shown and from the present popularity of the new hotel it seems certain that the additional rooms and bungalows, the need of which was anticipated in the present plans, will soon have to be constructed.

Repulse Bay Hotel and its environs has been called the Mentone of the Far East. Such comparisons, while desirable in that they convey to the mind of the traveler experienced in European localities, some idea of the character of the place really do not do it justice.

For Repulse Bay Hotel is unique in conception and execution as well as incomparable in situation.

It brings a new and delightful feature into the life of the Colony and adds a hundred-fold to its attraction to the visitor. It is a safe statement to make that the only criticism that can be made against it is that its accommodation is so limited some are sure to be disappointed in not being able to find accommodation there.



*In 1916 the grounds of the Fanling Club were the happy hunting grounds of this giant tiger. Its activities were cut short by a bullet from a member's rifle, to the delight of the natives who lived in that neighborhood.*



*The completion of the motor road around the Island, shown by the heavy line, affords a wonderful motor trip of about twenty-five miles. As most of the way is along the hillside high above the sea, the views obtained are splendid. There are two unique tramways on Hongkong; one the cable way that climbs up the side of the Peak, and the other the aerial tram that carries passengers to the hilltop above Quarry Bay.*

The new hotel is but the beginning of the development that is to come at Repulse Bay—a new pier for launches is being completed, which will make it easier for sailing and power boats to land at this beautiful place. This will mean improved facilities for deep sea fishing, as the waters abound with many kinds of gamey fish. A fishing club will probably be organized in the near future to provide for this sport. The bathing beach is a splendid one and a new pier with floats and safety ropes is already being constructed.

It has already been demonstrated by Captain Ricou, French aviator, that Repulse Bay is a wonderful landing place for hydroplanes and efforts are being made to make it the base for the Macao-Hongkong aero service.

In speaking of the new hotel, Frank Silloway, of Moline, Ill., who has just returned from Hongkong, where, with his bride, he spent a fortnight at Repulse Bay, said:

"It is one of the most beautifully situated and charmingly arranged hotels in the Far East and compares very favorably with those on the Mediterranean with which I am familiar.

"It has the advantage of being close to the city and at the same time of offering all the pleasures of a country resort hotel such as we have in America.

"I predict for it a vogue that will compel its owners to add to its capacity within a year.

"To anyone visiting Hongkong for pleasure it offers such attractions that I am sure it will be crowded all the time with travelers from over seas."



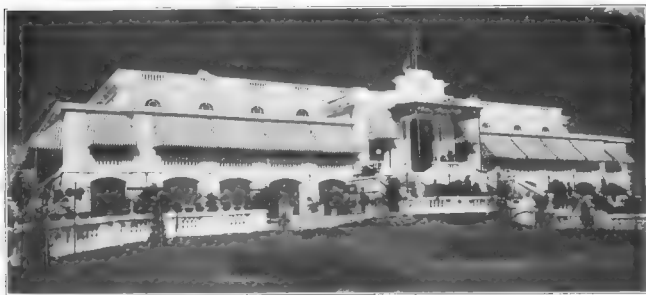


Coolness, cleanliness and comfort are strikingly emphasized in the delightful bed chambers of the new Repulse Bay Hotel. Every one has an outside exposure and is equipped with the newest in furniture and bedding. All the rooms are spacious and have very large dressing closets and bath rooms. These are all done in white tile and have the newest sanitary plumbing, with tubs and showers.

James H. Taggart, Secretary and Managing Director of the Hongkong Hotel Company, who originated, planned and completed the new Repulse Bay Hotel. He is one of the foremost men in the hotel industry in the Far East and has established new standards of operation in the hotels under his charge which have been highly appreciated by all visitors to Hongkong.



The Lounge of the new Repulse Bay Hotel is refreshingly cool and inviting with its dark woodwork and comfortable furniture.



Built of concrete and steel, the new Repulse Bay Hotel, with its green lawns and gay awnings presents a pleasing contrast against the dark hills. It is modern in every detail and under same management as Hongkong Hotel.



## Some Bridges of Japan

*Typical of Japan are her bridges,  
Symbols of change from earlier days.  
Ere Perry from his dread "black ships"  
Called at the closely guarded door  
And bade Nippon emerge from ancient state  
Of self-absorbed and patriarchal life  
Into the family of the world.*

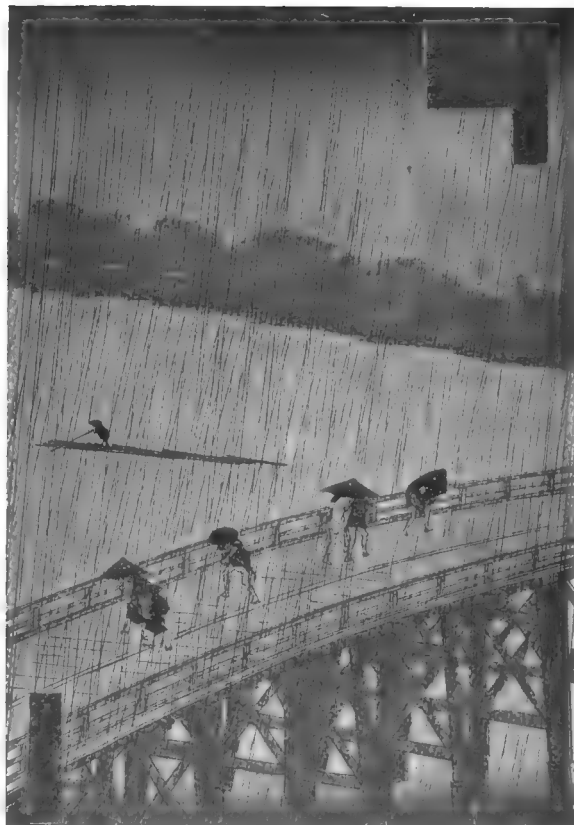
*Bridges there were in that far day,  
Spanning the streams with lovely curving lines  
Like Kintai Bridge, an architectural dream,  
Farthest advance of hand and brain,  
Graceful and strong 'tho made with cords and pegs,  
Enduring wrack of winds and flood  
As centuries rolled by.*

*Sacred bridges, too, whereon might pass  
Across the flood that barred the temple gate,  
None but the members of Imperial house,  
Drum bridges in the public park o'er which  
Wistaria fell like purple spray,  
Eye-glass bridges with high, bold arch, and  
Ghostly Seta's bridge,  
Grey in Hiroshige's rain.*

*Came then the newer type, crude, ugly things,  
Built with no thought save use, to hold  
The gleaming rails that bore the roaring trains,  
Mile long on stilts above brown Yalu's stream,  
Binding the chasms, girding deepest gorge,  
The needed links in modern progress' chain,  
Emblems of change in life and thought.*

JAMES KING STEELE





*Ohashi—The bridge across the Sumida River in Tokyo, as Hiroshige depicted it in one of his wonderful delineations. He saw beauty in the commonplace and immortalized it with his prints.*



*Saru-bashi—The "monkey bridge" in the Kai Province, reproduced from one of Hiroshige's prints. This was a most spectacular bridge whose fame remains long after the original has crumbled.*





Above is the Kintai-bashi—the "Bridge of the Damascus Girdle," which spans the Nishiki-gawa, "the River of Brocade," near Iwakuni. Built in 1673 by Kikkawa Hiroyoshi, the lord of that region, it was held together by an ingenious arrangement of thongs and pegs. It is 750 feet long and has five arches resting on four stone piers. Its highest point is 78 feet above the water. Formerly it was customary to rebuild one span each five years, thus completely renewing the structure every quarter century. Below is its modern counterpart, built by present-day Japanese engineers to carry the Chosen railways over the River Han in Korea.

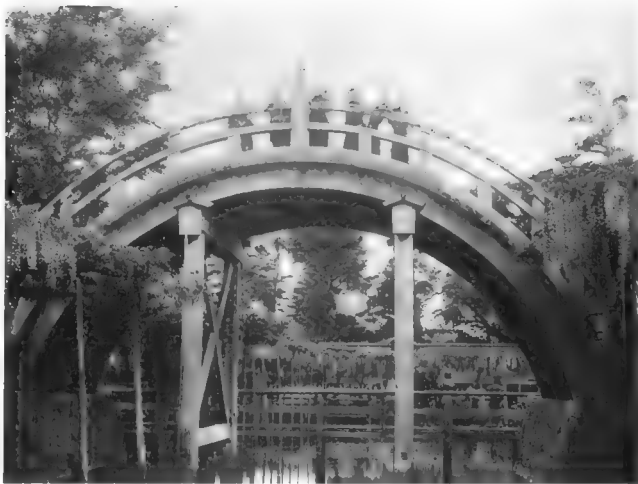




*Bridging the stream with a single bold span, the Megane-bashi, a stone structure at Wakanoura, near Osaka, presents one of the most artistic and picturesque of Japan's many bridges. Under its springing arch the fisher boats of today slip out to sea and over its parapeted top the children speed singing on their way to school. Below is the most celebrated of the modern bridges of Japan. It is the 3,000-foot steel drawbridge that carries the trains of the Chosen Railways across the wide Yalu River at Antung, on the frontier between Korea and Manchuria. This is the largest piece of structural steel work in the Orient.*







Above is the Taiko-bashi, familiarly known as the Drum Bridge at Kameto, one of the parks of Tokyo. On either side and on arbors just behind are magnificent clumps of wistaria, whose purple blossoms form a superb color setting for the weathered wooden frame. Below is one of Kyoto's modern bridges, carrying the traffic of the Gion-dori over the Kami River, that flows through the city's center. This is the Shiyo-bashi and is built of stone, ornamented with heavy bronze lanterns. Kyoto has a number of these pleasing and useful structures.





Revered beyond all other bridges, both in practice and tradition, is the Shin-kyo, Bridge of the Gods, or Bridge of Heaven, above pictured. This is at Nikko, spanning the stream that flows before the grounds of Iyeyasu's beautiful shrine. It is built of red lacquer and is closed to all except members of the Royal Family, who use it on special religious occasions. Below is the Niju-bashi, the famous two-fold bridge that leads across the double moat that surrounds the Imperial Palace at Tokyo. No one can cross this bridge except by special written permission.





# WHAT I WOULD DO

Some Interesting Travel Suggestions.

By JOHN SHARROCK

## **IF I were planning to go the Orient**

I would first decide about where I wanted to go and how long I could be away. Then I would call on the nearest Toyo Kisen Kaisha booking offices for information regarding sailings, etc., at approximately my dates. I would lay my plans before them, realizing that it is to their advantage to make my trip as pleasant as possible. I would do this as far in advance as I could so as to secure the best reservations available. I would remember that the steamship company is a public servant and anxious to please and I would consult with them as to what to do and see, as it is their business to keep informed on such things. I would try to make my arrangements definite so as to avoid any confusion and discomfort due to sudden changing of plans. I would be sure and take my dinner jacket for wear on the ship and in the hotels, not because it was necessary but because nearly every one else does it.

## **If I were returning home from the Orient**

I would try and remember the pleasant things of my trip rather than the unpleasant ones, which are bound to occur even at home. Instead of trying to discourage those who were planning to go I would give them helpful advice as to how the journey could be made more enjoyable. I would confine myself to facts regarding expenses, realizing that my careless comments might cause serious trouble for those who were about to go. I would be careful to express myself in yen when I meant yen, rather than in dollars. Above all, I would not forget to tell that hotel bills included rooms and meals instead of rooms only. I would remember that the longer most people live in the Orient the more they realize how little they know of it and would therefore avoid making myself ridiculous by posing as an authority on all Far Eastern questions. I would not consider the superficial observations of the average traveler as qualifying me to pass judgment on all these questions.

## **If I were traveling in Japan**

I would try to get in tune with the spirit of that people, to understand something of their history, their art and aspirations. I would try to see things from the viewpoint of those among whom I was traveling and would endeavor to accept things as they are without making harsh comparisons. I would recall that Japan as a nation is not very old and accept the great development that is evident there as a promise of what is to come in the future, instead of criticising for not having accomplished more. I would remember that I am the foreigner, and conduct myself accordingly. I would act on the principle that "if you want friends you must show yourself friendly," feeling sure that I would not be disappointed. I would arrange to stay for a night or two at least in a Japanese hotel so as to gain a personal knowledge of their life, and enjoy an experience quite out of the ordinary.

## **If I had been in the Orient several times**

I would not appear blasé or try to minimize the pleasures of those viewing its sights for the first time. I would remember that this "first thrill" is the most enjoyable, as well as the most transient of all experiences and that it comes but once. I would therefore try and make it most potent with fellow-travelers out for the first time.

## **If I were on shipboard**

I would join with the others in the sports and festivities, realizing that active co-operation of all would make

everything more pleasant. I would enter in all the contests I could, because the more the merrier, and the sports committee has a hard row to hoe usually in providing amusements. I would boost rather than knock their efforts. I would remember that the boy who waits on me in my cabin has several other cabins to attend to and would be patient, in the realization that he was doing the best he could all the time.

## **If I were enroute to New York**

I would give myself at least a few days in San Francisco before leaving. I would go to the railroad offices as soon as possible after getting ashore and thus get the best accommodations available. Unless pressed for time I would arrange to stop over at the points of interest and thus break the long overland trip. I would wire ahead for my hotel reservations at these cities, thus insuring proper attention on arrival.

## **If I had nine weeks for travel**

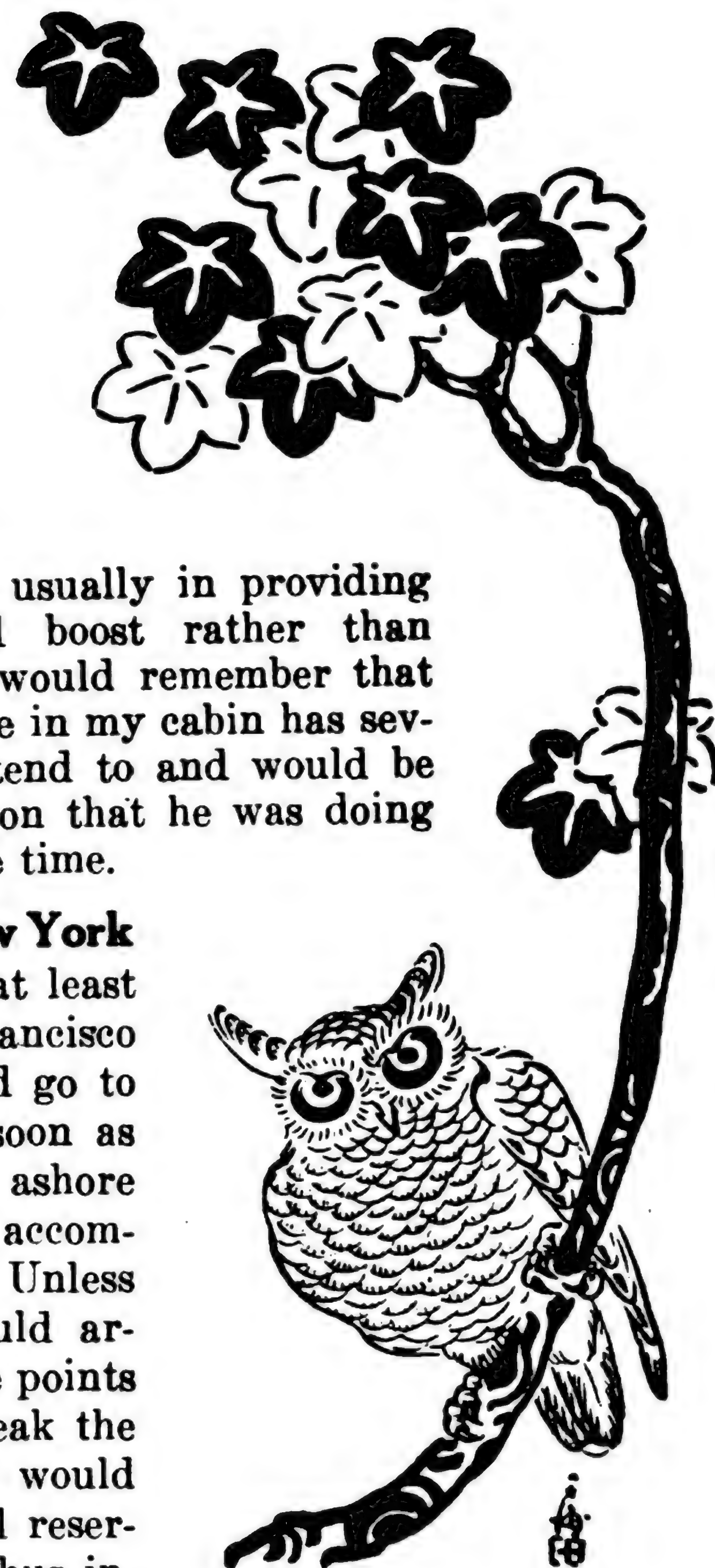
I would book on a Toyo Kisen Kaisha liner for the round trip to Hongkong and return on the same ship, feeling that by so doing I was covering the greatest distance possible under most pleasant conditions for the least money; that I would have the most wonderful sea voyage in the world, with every comfort and luxury in addition to the variety of life ashore at various ports which the ship touched. I would consider these twenty-three days ashore as affording me at least a glimpse of the strange life and customs of the people who live on the other side of the globe.

## **If I were a merchant**

I would combine business with pleasure and make a trip to the Orient. I would thus be able to gain first hand knowledge of conditions of production, of supplies of raw materials and of the opportunities for trade in the lands across the Pacific. I would at the same time have an outing that cannot be duplicated at this time anywhere on earth for the same money. I would consider the time spent at sea as most beneficial because of the opportunity it gave for life out of doors and would therefore not begrudge it. I would remember that the delights and comforts of the semi-tropic voyage via Honolulu more than offset any shorter time with accompanying less pleasant weather and would arrange to go and come that way.

## **If I were planning a vacation**

I would by all means spend part of it at sea as there is nothing so pleasant and upbuilding as a sea voyage. I would try and take the time to go to the Orient but if I could not be away that long would at least go to Honolulu and back.







# SOLVING THE JAPANESE QUESTION

By K. K. KAWAKAMI

Author of "Japan in World Politics"—"Japan and World Peace"

**T**HERE is no doubt that the Governments of Japan and America are making the most earnest efforts to find a solution for the vexed immigration question. Mr. Roland Morris, admitted by both the Japanese and the American residents in Japan to be one of the ablest and most liberal Ambassadors Washington has sent to Tokyo, has, I have reason to believe, been largely instrumental in bringing the two Governments together and seeking a basis for the readjustment of the existing arrangements.

It would be rash at this moment to presume that the extension of citizenship for the Japanese already here, in exchange for a more effective Japanese exclusion, has been considered by the State Department. On the contrary I have reason to believe that no such proposition has been suggested by Ambassador Morris or the State Department, much less by Ambassador Shidehara.

It is fair to presume that they are first of all endeavoring to arrive at an agreement as to the exclusion of Japanese as immigrants. When that is disposed of the State Department may, let us hope, take up the question of fair and equitable treatment for the Japanese who are in this country lawfully and in compliance with the agreements in effect between the two countries. How 'that will be done no outsider is at this moment entitled to learn.

It is also generally admitted that Congress, as the result of the recent investigation on the Pacific Coast by the House Committee on Immigration, will discuss, perhaps at the coming legislative session, a measure for a more effective restriction of Oriental immigration. The Committee is, on the whole, judicious and fair-minded, and will seek to do justice to the Japanese now residing in this country, endeavoring, at the same time, to safeguard the Pacific Coast against further incursions from the Orient.

I am certain that the restrictive measure now being considered by the State Department and also by the Immigration Committee of the House is of the nature to satisfy the people of California, except those extremists who are blinded by race prejudice or political ambitions.

It would seem then, that for California to act independently and adopt a stringent State law directed against the Japanese residents, would simply embarrass both the executive and the legislative departments of the Federal Government, and thus might defeat the very purpose which some of her citizens are seeking to attain.

Meanwhile many ingenious performances of "swatting the voteless Japs" are proceeding on the political stages for the amusement or bewilderment of the voting public. The California stage is open day and night for such performances. A sort of side show was staged in Marion, Ohio, the other day, when a coterie of Californians made a pilgrimage to the front porch of the Republican nominee for the Presidency. Maybe the stage will be put on the steam wagon when the Presidential nominees make speech-making tours along the Coast.

As for us it is well to take the situation calmly and in a philosophical frame of mind, and consider the question without bias or passion.

Mr. George Shima, the well-known "potato king" and president of the Japanese Association, who has a host of friends among influential Americans throughout the State, has recently addressed an appeal to the people of California. I am sure that he does not misinterpret or misunderstand the situation when he says in that appeal:

"We know that there is no trouble between Americans and Japanese who come in direct and intimate contact with each other. Americans who employ or are employed by Japanese have no complaint against us. American business men and bankers who have dealt with Japanese have little to say against us. American workmen are willing and eager to work for Japanese. They work harmoniously and friendly side by side with Japanese laborers. Why allow outsiders, who know little about us, who have their own axes to grind, to stir up ill-feeling and animosity where there is no cause for them!

"We recognize that racial difference engenders a race feeling. But no one will deny that this is a feeling which should not be fostered or deliberately stirred up. All sensible men will agree that it is criminal to exploit that feeling for ulterior purposes.

"The hope of our age lies in the effort to minimize race feeling. Its spirit, its ideal, its tendency is not to emphasize, but to alleviate racial difference. If we make a business of fanning and feeding race feeling, there can be no hope of international peace, and all efforts for a League of Nations must be set at naught. Surely race feeling should not be injected where there is no occasion for it.

"Permit us to repeat that between Americans, who deal with Japanese, and Japanese, who deal with Americans, there exists little or no cause of trouble. Is it the



part of wisdom to permit outsiders to create discord where harmony prevails?"

As George Shima admits, it is but natural that the contact of two different races engenders a race feeling. As between the Japanese and Americans, however, that feeling, if not deliberately exploited by those with their own axes to grind, will create no such chasm as would defy the ameliorating process of Time and Nature, because their social disadvantages in the American community under normal conditions have never been very great.

For the past two years or so, certain papers have been carrying on the most virulent propaganda against the Japanese. They have been publishing day after day news and editorials obviously conceived for the purpose of inflaming the public mind against the Japanese. With such persistent propaganda any community can be aroused against any race. In the particular case of the Japanese, it has been comparatively easy to arouse hostile feeling towards them, for a certain amount of prejudice against that race is always dormant in the minds of the Californians.

I say dormant advisedly, because under normal conditions what prejudice there may be, remains slumbering in peace and harmony. Different as the Japanese are from other races, that difference is not so great as to create an insurmountable social barrier against them. Even in the present extraordinary condition, engendered by persistent and deliberate agitation, there is no disposition to discriminate against the Japanese at hotels and restaurants, in public places of entertainment, or in public conveyances. In "society" their disadvantage is not so much racial as it is economic or financial. The Japanese community has not yet evolved millionaires or a leisure class, but still consists of hard-working pioneers not yet accustomed to, or rather unable to indulge in, the amenities of social life. It is not in the cards of "society" to admit into its circles members of a race consisting mostly of laborers or work-a-day men and women. What disadvantage the Japanese may encounter in society is due to snobbism, rather than racial feeling, on the part of Americans of wealth and leisure. If this is not the case, how do we account for the fact that even in California well-to-do and cultured Japanese, capable of conforming to the conventions of society, are welcome to the homes of Americans of the corresponding class?

If let alone by newspapers and politicians, the Japanese and Americans in California can get along amicably together, and this on a plane of equality. It is absurd to speak of the Japanese question in California in the same breath as the Negro problem in the South. Intellectually and physically, socially and individually, and in their respective cultural and historical backgrounds, there is no similarity between the two races. When you say that America, troubled by the Negro question, cannot afford to invite another race question, in the form of Japanese immigration, you offer a grave insult to the Japanese.

I have it upon the authority of the San Jose Municipal Employment Bureau that American farm laborers prefer to work for Japanese farmers or orchardists rather than for Americans. The American workingmen agree that the Japanese are more considerate employers than the Americans. In their own parlance "the Japanese treat their employees like white men," giving them comfortable beds with white sheets, and so forth. This is quite natural, for the Japanese themselves are people of cleanly habits. Many or most Japanese farmers in California may live in unsightly shacks, but the interiors of

even such shacks are usually clean and sanitary. As an inspector of the State Commission for Housing and Immigration puts it:

"It is also noticeable that the Japanese are very clean about themselves and their own quarters, and that they never miss an opportunity to give their children every educational advantage they can. They may have many white people with children working for them, but their own children do not work in the fields. They are sent to school religiously, no matter how far away the schools may be, and they generally are given Japanese schooling in addition to that provided by the State."

Traveling through Montana and Washington one sees American or rather Caucasian laborers working on railroads under Japanese foremen, as often as one sees Japanese working under Caucasian foremen. Here in California it is nothing strange to see American workers toiling side by side with Japanese on rice fields or orchards, with no friction between them. They sleep under the same roofs, and eat at the same tables. While the American farmers and landowners are eager to employ Japanese farm-hands, the American farm-hands are glad to work for the Japanese. Where the two races come in direct and intimate contact there is no trouble.

True, in the past few months I have seen anti-Japanese posters and placards put up in some interior towns. "No more Japanese wanted here," or "No Japanese employed here" are the words painted on such placards. But here, too, I must emphasize what I have already said, that any community can be aroused against any race by a persistent, vicious, virulent propaganda such as has been carried on against the Japanese by politicians and newspapers. In the past year or more, the California Anti-Oriental League has honeycombed the State with anti-Japanese meetings, poisoning the minds and hearts of well-meaning townsfolk and villagers. But for this agitation, there would have been no such sinister posters and placards in any part of California.

And why should the people be excited over the "Japanese control" of California, a bogie conjured up by agitation? For be it remembered that the acreage cultivated by the Japanese is after all a very small portion of the vast farming lands of the great State. Remember also that the Japanese have not "usurped the best lands," as has persistently been asserted by their assailants, but have, in most cases, taken up the worst lands and by dint of sheer industry converted them into productive farms. Even California newspapers admit this fact when they feel free to tell the truth.


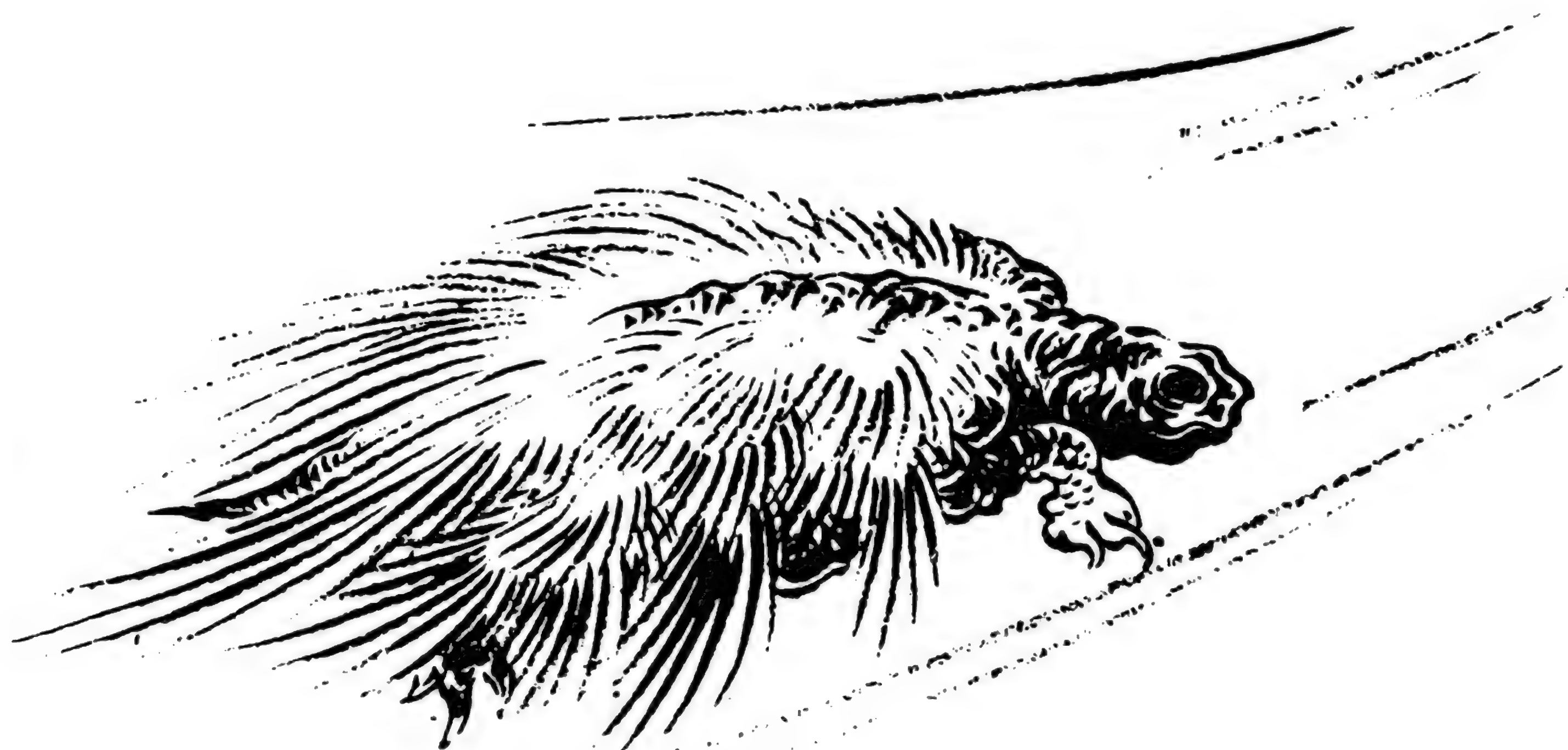
Representative Isaac Siegel, a member of the House Immigration Committee which has recently investigated the Japanese question on the Pacific Coast, issued, upon his return to New York, a statement, charging the ill-feeling towards the Japanese in California to the machinations and agitations of political aspirants. Some Californians naturally resent this charge. But even in California there are many who would agree with Mr. Siegel. Even the San Francisco *Examiner* admits this. Says Mr. Edward H. Hamilton, the veteran political writer on the *Examiner*:

"The Republicans at the last Legislature, in a splendid burst of stupidity, let Phelan get away with the best slogan in campaigning since Dennis Kearney tipped over both the old parties. That slogan is: The Japanese must go!

"With half political genius, Governor Stephens and President pro tem Breed and the other Republicans might have taken that battle-cry away from Phelan, but they hadn't the sense to do it—and in all justice the fan-

(Continued on page 39)



From a painting by Chiura.

## DECORATIVE MOTIVES OF ORIENTAL ART

SECOND SERIES, PART XXI

BY KATHERINE M. BALL

### THE TORTOISE (CONTINUED)

*Augustly you plough the seas  
Trailing your verdant mantle,  
Humbly you muse on the lotus leaf  
Displaying your radiant shield.  
Why, through the centuries, attain divinity  
If but to become a sacrifice to geomancy?*

The genus *Chelonia*, which includes the tortoise—the animal which lives on land and in fresh water—and the turtle, the marine creature, is found in most parts of the world, excluding the colder regions.

It ranges in size from the terrapin which grows a shell seven inches long, to the huge tortoise of the Galapagos Islands off the coast of Ecuador, the shell of which measures as much as five feet in length. These latter are said to be the descendants of still larger tortoises and the direct survivors of the same families of prehistoric monsters to which belong the giant wingless birds. The remains of such a tortoise, were found with those of other extinct animals in the Miocene formations of the Sivalik range lying at the base of the Himalayas. It measured eighteen feet in length and seven feet in width.

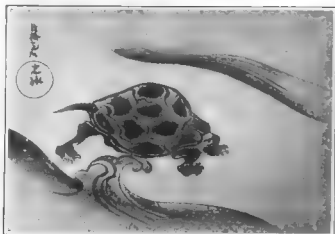
Quite the reverse of this are the descriptions in Chinese records of a diminutive tortoise which never exceeds two inches in length. It is known as the *Ch'ien kuei*, "cash-coin tortoise." The Japanese also, not only, have this small variety but likewise a huge tur-

tle, the *Yasawa*, to be found off the Kazusa coast, specimens of which have measured as much as seven feet.

All the *Chelonia* are oviparous and most of them bury their eggs in beaches and sand-banks. Immediately following their hatching, the young dig their way out and crawl to some nearby marsh where they burrow in the mud for a season. They develop very slowly and are long lived, some instances of recorded longevity being as great as three hundred and fifty years—the age being approximated by the ridges of the shell. Professor Agassiz believed that the tortoise was so protected in its organism, that it could continue its life indefinitely.

Some species are herbivorous but the majority are carnivorous and in addition to its shell—consisting of the *carapace*, the upper convex shield, and the *plastron*, the lower flattened part, enclosing the trunk and into which the head, limbs, and tail may be withdrawn at any signal of danger—it possesses a toothless jaw, sheathed in a horny beak which snaps when it seizes its prey.





From a painting by Morin.



From a painting by Ota.

From a drawing by Hokusai.  
"Writing the Character Fuksu."

The tortoise displays considerable intelligence and is capable of being trained to perform many tricks such as marching in many directions, following the order to advance, to stop, to retreat, to stand on its hind legs, to climb over each other or on top of each other, to form a *pagoda*.

The ancient writings of the Chinese describe many varieties of this tribe, mostly legendary and fabulous. For example, one reputed to live in the River Shien Yi of the Niu Yang, known as the *Shuen*, is of a dark blue color, has a bird's head, a snake's tail, and croaks like the soughing of the trees.

Another called *Fen*, a native of the Ta Fei mountain, was said to be three-legged; while one, a divine tortoise, was like jade with golden spots, amidst which shone two circles resembling the sun and moon. It lived a thousand years and every hundred years it successively changed from one to the other of the five divine colors.

The earliest representation of the tortoise occurs in roughly wrought bone amulets. These have been found in some quantity in northern Honan province near the traditional site of one of the capitals of the Shang dynasty which belonged to the proto-historic period antedating the ninth century B. C. It is known, both from tradition and from discovery of actual remains, that the shell of the tortoise was used about this same period for divination; and it is thought that the dome-like form of the shell of the creature suggested the vault of the sky—which at that time appears to have been the principal object of worship. According to the *Chou li*—Ritual of the Chou dynasty dating from the third or fourth century B. C.—as many as six varieties were used in divination, and tortoise catchers formed a recognized class of state employees.

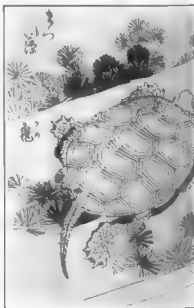
Again, an ancient classic of the Han dynasty—B. C. 221—A. D. 221—treats of the rules, regulations, and secrets of magic, which are derived from the markings of the tortoise shell; hence, for centuries, this creature has been consulted as an oracle and used by conjurers, fortune tellers, and geomancers of *Fung shui*.

From the legendary days when the geometric figures on the shell of the tortoise were made the basis of the characters of the Chinese written language, this animal has been credited with displaying various diagrams. For example, there is a legend purporting that in the Shu

kingdom, there once appeared four tortoises, marching abreast, which had depicted on their backs respectively the characters: *wang*, "king"; *chih*, "rule"; *ta*, "great"; and *chi*, "luck".

The Japanese have similar traditions. They say the tortoise has inscribed on its back the six important characters: *chi*, "knowledge"; *yu*, "courage"; *gi*, "sacrifice"; *jin*, "sympathy"; *shin*, "trust"; and *king*, "health". Hence, the appellation *zo roku* "carrying six" is often applied to a deity and is frequently used for a boy's name.

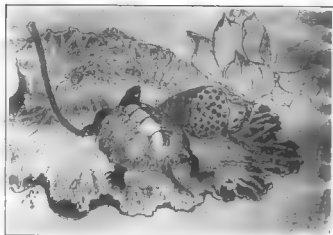
Divination by means of the tortoise shell was also practiced by the Japanese, the Chinese methods having been introduced through Korea as early as the sixth century. This practice, as described in an old book, was performed by one who had fasted for



From a woodcut.



"In the Flow of the Tide."



From a painting by Gyosai.

seven days. Then in solitude in the *uraba*, "divination plot," he recited the *Kami-oroshi*, a formula supplicating the deity to come down to earth. Following this he set on fire a short stick of *habaka* wood, which, when sufficiently burnt to a charcoal point, he used to prick the shell producing black lines, from which the divination was made. Then to conclude the ceremony he recited the *Kami agari*, another formula notifying the deity to make his ascent.

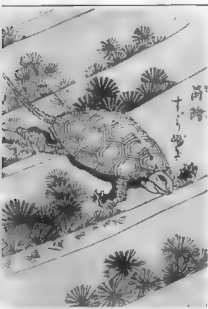
At Kashima, a form of tortoise shell divination is practiced in the selection of a priestess. For this, two maidens present themselves, and after they have performed rites for a hundred days, their names are written on two tortoise shells. These are roasted through an entire day, and the one which is able to withstand the fire uninjured—while the other has burned to ashes—proclaims the name of the successful candidate.

The tortoise has not only been highly esteemed, but held sacred. As stated in the preceding article, it was regarded as the "Base of the Beginning of Things," hence it became the symbol of support, and as such it figures in many a legend. One known as the *Kuei Ch'ing*, "Tortoise Wall," relates that in the Chin dynasty, the Emperor ordered a wall built but there were not sufficient stones to lay a secure foundation, and the builders were in despair until a wise and virtuous tortoise, seeing their dilemma, volunteered to sacrifice its life by burying itself in the ground and permitting the wall to be erected upon its back. Another tells of a scholar who was so poor that his only chair had but three legs until a kindly tortoise lent its back to take the place of the missing one.

In Japan the idea of support takes a more dignified form. It is found in connection with the sacred mountain *Horaizan*—the Abode of the Immortals—the same that is known in India as *Sumeru* and in China as Mount *Kw'en Lun* or *Shen Shan*, the Taoist Paradise. This mountain is thought to rest on the back of a great tortoise, an idea which has become a very popular theme of painters, particularly those of the *Ukiyoe* school. Another example portraying this idea occurs in the *San Gyoku no Kame*, shown in an accompanying illustration by Hokusai. Here the tortoise supports a great rock bearing aloft three of the sacred jewels of omnipotence—the *tama*, employed to control the ebb and flow of the tides.

The association of the *kame* and the *tama* is also seen in the illustrations by Hokusai, where the tortoise—reputed to live by mere inhalation of air, and not requiring food—is shown breathing forth a spiral vapor from which emanate the mystic jewels, or the character *fuku*, "good luck."

But equally important is the tortoise as a symbol of longevity, since its fabulous existence is held to be as great as ten thousand years, a period through which it becomes divine and acquires not only the qualities of spiritual poise and power, but the ears and flaming tentacles of the dragon in addition to its feathery fan-like tail. From the latter its name, *minogame*, is derived, because this graceful appendage so



by Hokusai.



From a drawing by Hokusai.  
"Creating the Mystic Tama."





From a surimono by Shinsai.  
"The Musing Minogame."

then freeing them, has been a long established custom in Buddhist countries. This was done to obtain spiritual merit, and known as the "Let Live Act," for the taking of life in any form was forbidden.

In Japanese mythology, the tortoise is the attribute of Kumpira, the special deity of seafaring men. Hence, if a devout fisherman catches a tortoise, he writes on its shell "Servant of Kumpira" and giving it a drink of *sake*—for the little creature is said to be very fond of intoxicants—he returns it to the sea. This may account for the use of the tortoise as a decoration in the *sake* cup used during the marriage ceremony. The freeing of the tortoise—known as *Hojoye*—generally occurs on the temple grounds where, for the accommodation of the devout, vendors display the *hanashigame*, "tortoises to be set free," dangling from strings or helplessly squirming on the tops of poles. Miniature lakes or ponds are ready to receive the little prisoners, which after being liberated are regarded as sacred and are permitted to live on—an uninterrupted existence.



From a woodcut by Kasai. "Tsuru Kame."

strongly resembles a *mino*, the peasants' raincoat.

The idea of longevity, it is claimed, originally was suggested by the structure of the animal, for its shelly covering ever offered a protection against the onslaught of any foe.

To substantiate these claims of great age, there are not only anecdotes but official records. One in Japan states that an animal was caught bearing on its back an inscription dating back two hundred and fifty years. Its age when just caught was not given. Inscribing dates as well as religious texts on the backs of tortoises and devoting them to the service of the gods was a practice in Buddhist countries. This was done to obtain spiritual merit, and known as the "Let Live Act," for the taking of life in any form was forbidden.

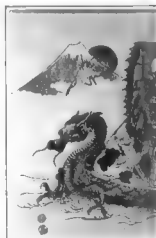
Feeding these favored creatures which is considered another privilege to acquire merit, is likewise a source of great sport. For the food—procured from the same vendor—consisting of pink rice balls resembling eggs, is of so light a substance, that when tossed into the water, and attacked by the struggling multitude of the shelly tribe, bounds about for a long time before it is seized, crushed, and eaten.

The association of the tortoise and the serpent, given in the preceding article—known to the Chinese as the *Kuei She*—is occasionally found in Japan and known as *Gembu*. A notable instance occurred when, during the celebration at the temple of Taikyokuden, or Heian Jingu, Kyoto prefecture, commemorating the eleventh centenary of the founding of Kyoto by the Emperor Kwammu, A. D. 793–5—four flags were flown from the four corners of the sacred edifice, displaying the Black Warrior, or Tortoise and Serpent; the Blue Dragon; the Red Bird; and the White Tiger, representing respectively the Four Kings to be worshipped: Bishamon Ten of the North, Jikoku Ten of the East, Biroku Shaya of the South, and Birubukusha of the West.

Another instance occurs at the temple of Bente, the goddess of Enoshima, where in the decorations of the beautiful bronze *torii*, there is an interesting design in relief, of tortoises struggling in the flow of the waves.



From a colored woodcut by Utamaro.



From a colored woodcut by Yeats.



"Benten's Wedding."



"The Seven Gods of Happiness."

Then again, on the center of the ceiling of this temple, there is a singular painting of a tortoise, while close by, the garden is embellished by a large monument, consisting of a stone tortoise mounted on a pedestal.

The relationship of the tortoise to Benten—who is one of the Seven Gods of Happiness, the divinity of beauty and love, the diva of eloquence and talents—is due to her having both the dragon and the serpent as attributes. In fact, she is regarded by some to be half dragon, and by others half serpent but, in any event, she always wears a little white snake in her headdress.

The use of the tortoise as a decorative motive on stands supporting musical instruments may also be traceable to Benten, since she presides over the musical arts. However, the connection between the tortoise and music is analogous to that of the tortoise and time, both being associated with the Northern Constellation, Ursa Major, which not only is thought to be the source from which all melodies emanate, but also the bringer forth of time. Hence since the tortoise is the symbol of this constellation, it is not only used in connection with musical instruments, but with time pieces, which accounts for its ancient connection with the sun dial.

The tortoise is also combined with the crane. The tortoise is significant of longevity, the crane being said to live a thousand years and the tortoise ten thousand; hence the expression: *Kuei ho tung chung*, "May you live as long as the tortoise and the crane."

In all Annamese temples dedicated to the gods, a tortoise carrying a crane on its back is placed on both sides of the altar. From this may have come the custom of using this motive for a candlestick. However, the Buddhists, who borrowed

it from the Taoists, explain the association by the following legend:

A festival was held for *Shaka*, and everyone was expected to bring a lighted candle. One old woman was so poor, that she was obliged to sell her hair to buy one. Then a storm arose, and blew out all the candles but hers. Buddha himself was in darkness, waiting for his boat to cross the river, when suddenly a crane flew down, seized the candle from the old woman and lit upon the back of a tortoise which miraculously appeared. Then together, the crane, carried by the tortoise, illuminated the path for the master to cross.

One of the most popular legends of Japan, in which the tortoise and crane figure prominently, is that of Urashima Taro, the Japanese Rip Van Winkle, shown in a given illustration of a surimono by Toyohiro. This narrative, which for centuries has been told and retold, and depicted in all the arts, has been the means of inculcating not only the lessons of filial piety and kindness to animals, but of the consequences of yielding to temptation.

Urashima was a fisher boy of Ejima, who in so remote a time as the seventh century, caught a tortoise, and gently returned it to the waters. On the following day he saw a beautiful maiden in a small boat, being tossed helplessly about by a rough sea. Going to her rescue, she informed



From a surimono by Toyohiro.  
"Urashima Taro"

This is unquestionably a Taoist symbol,



From a woodcut by Hokusai. "San Gyoiku no Kama."



him that her friends had perished in the storm. Seeing her plight he undertook to escort her to her home. For several days they journeyed and finally, to his surprise, arrived at what proved to be the palace of the Dragon King, Ruijin. There he learned that his companion was none other than the Princess Otohime, daughter of Ruijin, and so grateful was this king for his daughters' rescue that he gave her to Urashima as wife.

Wonderful were the festivities and gorgeous the splendors of this wedding to which came all the creatures of the deep, arrayed in all their fine raiment, and Urashima's happiness was complete. So alluring was the life of this mystic realm that he became forgetful of the world beyond, and not until three years had passed did he realize how undutiful he had been to his parents. Then fearing that they would grieve for him as dead, he decided to make them a visit and so informed his wife. She, however, was loath to let him go, but being unable to dissuade him, revealed to him the fact, that she was the tortoise which he had so mercifully freed, and in order that he might return to her, gave him a token of her love, consisting of a small box, which he was ever to carry, but under no circumstances to open.

In due time he reached his native land, but all seemed strange. He was unable to find either his home or any familiar place, then seeing a very old man at the gate of the village cemetery, he questioned him concerning the Urashima family, and was told there was none, but that three hundred years before there had been such an one, whereupon he led Urashima to the place where they were buried, pointing out to him a tombstone upon which his own name was inscribed.

Dazed at these revelations, and thinking that the box he carried might unravel the mystery, he disobeyed the injunctions of his wife and opened it. Thereupon issued a purple vapor, which enveloped him, and he saw, as in a vision, that what he thought had been three years, was in reality three hundred years, and almost immediately his youthful form, took on the appearance of a decrepit old man, which as rapidly became transformed into a crane. Then almost simultaneously, a tortoise—the *minogame*—appeared on the shore, and the crane spreading its wings soared into the sky, while the *minogame* with flow-

ing tail followed in the waters, and together they journeyed to *Horaizan*, where they joined the Immortals in a life of uninterrupted bliss.

This combination of the tortoise and crane—known in Japan as *Tsuru Kame*—is a common theme of artists particularly for congratulatory messages appearing in *surimono* form. It is also popular with publishers who use it on the last page of a book to enclose the name of the firm. Such is the illustration by Kansi, in which the tortoise—in human fashion is writing the characters *So shi do zo han*, signifying "The block-printing of Soshido".

The tortoise and crane ever figure in the paraphernalia of the Japanese wedding ceremony. In the accompanying illustration of Utamaro's humorous composition entitled, "Benten's Wedding," participated in by the other six of Seven Gods of Happiness, the *Horai* or wedding stand appears in the background supporting the *Sha chiku bai*, "The pine, bamboo and plum"—known as the Three Happy Plants—under which the tortoise and crane are shown.

This cheery pair are also the attributes of Fukurokujuin, the God of Longevity and a member of the Seven Gods of Happiness. Hence, in all representations of the group as in the accompanying illustration of a woodcut by Yeisen, the crane is shown flying against the sun while the tortoise swims along the side of the *Takarabune*, "treasure ship".

Fukurokujuin is frequently shown riding a tortoise, but this is likewise true of the two *sennin*, Koan and Roko, and the deity Sui Ten, the deva of the waters.

The tortoise has ever been a popular animal in Japan. The miniature lakes—a conspicuous feature of every garden—not only have distinguishing rocks rising above the placid waters upon which tortoises in great numbers bask in the sunlight, but likewise a growth of aquatic plants which frequently include the sacred lotus and offer the grateful shelter of shade so necessary to the well being of the watery tribes.

What wonder then that in the graphic arts, the picturesque *kame* or its divine prototype—the *minogame*—is so charmingly portrayed; sometimes with head erect, making its way through trailing water plants in the eddies of shallow streams; at others, diving through the dragon-clawed breakers of the seashore; or again, plying its mystic arts from some moss-covered rock, or glistening lotus leaf.



From drawing by Hokusei.



Business and Editorial Office: Suite 306, 635 Market Street, San Francisco.  
JAMES KING STEELE, Editor.

# EDITORIAL

## SPEAKING FOR OURSELVES



ALL the trouble in this world comes from misunderstanding. Misunderstanding comes from lack of knowledge. Knowledge is the result of experience and experience comes from personal contact.

Most of the differences between nations and peoples can be wiped out of existence if they are approached with an open mind and a desire to meet the other at least half way.

The Japanese question, the Chinese question, Shantung, Korea and all the other points that furnish material for such endless comment in the press, are easily solved if properly approached by both sides.

Political charlatans and labor demagogues ranting on these subjects needs must fling into the air clouds of verbiage to make a dust screen of the facts, and becloud the issue.

But big, broad men like Frank Vanderlip, Thomas Lamont, Darwin P. Kingsley and the like, who have gone to Japan with an open mind and one willing to concede facts as they are rather than distort them to their own uses, all unite in the opinion that most of the so-called questions would be questions no longer if approached through the avenue of mutual understanding and good-fellowship instead of by the devious ways of misleading comment and intentional misinterpretation.

Which brings us to exactly the point which has been emphasized continuously by JAPAN for the past three years—and that is that the only way to really know a country and a people is to visit it and learn by actual contact and experience.

But even this can produce a wrong effect unless an open mind and as broad and impersonal an outlook as possible is maintained.

One's personal likes and dislikes, comforts or discomforts, pleasures or misfortunes are naturally big and deciding factors in forming judgment, but even these should not be allowed to entirely bias the mind.

Just because hotels, trains and boats are crowded and accommodations not exactly as wanted, is no reason for the traveler making vicious attacks on the people of the country. Such things make you think of the very short and very fat lady who recently visited Japan. Asked how she liked it, she answered, "It's a terrible place. I couldn't find a ricksha that would hold me. Every place I went I felt I must push down some of the walls. I felt crowded and depressed all the time. And it was July and too hot, too." And her opinion predicated on such personal feel-

ings has doubtless been the means of keeping many other prospective visitors at home.

The call of the wide places of the world, the siren song of the sea, the lure of the mystic East have come to all of us some time or other.

The desire to travel, the itch of the wandering foot, requires but little stimulation. To be going somewhere and doing something is a feeling common to us all.

It is like the air enveloping us without our realizing it. When some of our friends go away or something of special interest happens in these far away lands we become cognizant of its presence, just as when the water in the air condenses and we feel the drops on our faces.

To condense this general desire to go some place into the definite object of journeying across the Pacific to the lands that lie beyond, along the Pathway of the Sun, is the mission of this magazine. JAPAN is a publication with a purpose. In this, however, it is no different from every other journal. But in the purpose itself there is a great difference.

The usual purpose of publication is for the pecuniary profit of the publishers. JAPAN's object in life is to educate, to stimulate and finally to indicate and direct the mind of the traveler to the wonders, the beauty, the attractions, the comforts and the conveniences of the trip across the Pacific. Every month, by lavish illustration, by picture and text it carries the message of the Far East. Before each issue is sent to press it must pass the acid test that demands answer to this question: Will the pictures and articles appearing in these columns arouse the interest of the reader in the Orient? Will they quicken the desire to make the wonder journey of all the world? Will they crystallize, as it were, the general enveloping desire into the definite decision, "We will go!" This is the object of this journal, the sole reason for its existence. If by picture and word, by experience of others, by information of what others have done and where they have gone; if by telling of business opportunities, or pleasures and pastimes, these columns carry the message that eventually brings decision to go, then the work of JAPAN is complete, the mission a success.

Unlike most publications, whose owners look to them for profits, JAPAN's publishers expect only the above results. Toyo Kisen Kaisha is in the business of carrying passengers and freight. To keep its facilities at peak load, it must continuously arouse interest in the trans-Pacific littoral. JAPAN is one of the effective means of doing this.

(Continued on page 61)



# Personal Mention of Prominent People



*D. A. Verenikis, first Ambassador from Athens to Tokyo, who returned on the Siberia Maru after a two years' stay in Japan. While there, he attempted to establish diplomatic relations between his country and China, but without success.*

Returning home from a concert tour of the Orient, members of the University of California Glee Club made the voyage of the Siberia Maru one of unusual pleasure for their fel-

low-passengers. All the boys are talented in more ways than one and each of them contributed his best for the entertainment of those on the ship with them. Some took charge of the

*Below are the boys of the University of California Glee Club assembled on the deck. These fine, upstanding young Californians made a four months' tour of the Orient and paid a tribute to them and*



*Mr. and Mrs. C. H. Crocker of San Francisco are shown above. They returned on the Tenyo Maru after an extended tour of the Philippines, China and Japan. He is one of the well-known capitalists of California.*



*Mrs. W. S. Hammond, wife of a prominent rubber factor of Australia and Singapore.*

# Who Are Traveling Across the Pacific

daily newspaper published on the Siberia and filled it with pep and popularity. Others were prominent in the sports and games and all sang without urging. When the Siberia

came to dock the whole club assembled on the bow and made the echoes ring with their California songs. Visitors from the Orient, who met the boys

(Continued on page 41)

*the Siberia Maru to catch their first glimpses of welcoming friends on the dock, and left behind them a reputation for courtesy and good-manners that will be a lasting to their alma mater.*



*Kokichi Uchida, formerly Vice-Minister of Communications and former Governor General of Formosa, who returned to Japan after attending the International Labor Convention recently held at Genoa, Italy.*

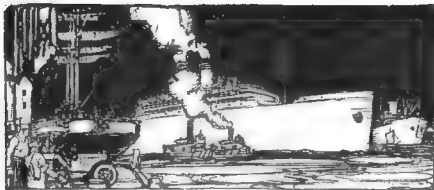


*Miss Helen Steele, American girl who had thrilling experiences at Peking during the Chinese war.*



*Mr. and Mrs. C. R. Thompson of Kobe, who are enjoying a vacation in America. They recently drove their automobile from Yokohama to Kobe, a distance of nearly 500 miles, establishing a record of thirty-one hours driving time.*





## PORTLAND

*"The World's Greatest Fresh Water Harbor"*

### Takes its Place Among Pacific Ports

Inauguration of regular passenger and freight service between Portland and ports of Japan and Orient by Toyo Kisen Kaisha, places port in prominent position with Pacific Coast terminals. Service begun by S. S. Seiyō Maru from South America and sailing for Japan arriving September 21st, 1920.

**T**HE safest harbor in the world," says the bulletin of the Port of Portland Commission. "There are no high winds, cyclones, hurricanes, typhoons or other destructive forces known there." One hundred miles from the sea, yet connected with it by the broad, deep waterway of the Columbia River, which, emptying itself into the ocean through the long stone jetties, scars its channel, clear and deep, removing by its own force the deposit that formerly formed the dangerous Columbia Bar.

The Columbia River is the natural gateway to tidewater of the vast rich hinterland that extends from Portland into the heart of the great productive territory that lies east of the Cascade Mountains. Into this interior domain, with Portland as the center, extends an improved system of 502 miles of navigable waterways, including the Columbia, the Willamette and the Snake Rivers, which are capable of accommodating an amount of traffic of four to five million tons.

So much for what nature has done for Portland.

To it the progressive citizens of that lovely city, alive to the possibilities of their community, have added many other facilities. Serving this vast rich back-country with Portland as their terminal, are ten rail lines, five of which are part of the transcontinental systems. These rails reach tidewater at the city with a maximum grade of two-tenths of one per cent.

On these are carried the commodities that Portland has to send

throughout the world,—lumber, wheat, flour, agricultural products, wool, livestock, meats, canned fruits, vegetables and salmon.

All these advantages, however, were of no avail unless the ships that could carry these products across the seas, could come to Portland and load them.

Since the memory of man, the bar at the mouth of the river was a menace. The river deposited its silt as it met the sea and a shallow, dangerous entrance, impassable at some stages of the tide, was the result. Engineers tackled this problem and a system of stone jetties was built. These extended miles into the sea with an open space between the United States Government \$16,000,000. Racing between them, the river currents and ocean tides carved out their own channel and scoured it clean, giving a channel of 3300 feet wide and a depth of 42 feet and a depth of 36 feet for a width of over a mile and a half.

But even this was not enough.

So the Port of Portland Commission took up the work and planned a system of terminals, owned and operated by the municipality that when completed, would care for the growing shipping business.

The first of these was terminal No. 1, situated at the foot of 15th Street, practically in the heart of the city. Its facilities were outgrown practically before they were completed, as were the many privately owned docks and wharves. Anticipating the inevitable growth of the port, a large tract of land was secured and an elaborate system of piers, docks and

terminals was designed. One unit of this, the municipal terminal No. 4, has been completed under the energetic action of the Port of Portland Commission and it was at this dock that the S. S. Seiyō Maru, the first of the large trans-Pacific passenger and freight steamers of the Toyo Kisen Kaisha, made its way on September 15th.

Municipal terminal No. 4 is equal to any on the Pacific Coast, being equipped with all modern freight handling machinery and with trackage facilities that permit switching operations at the terminal, with surplus trackage for storage of cars.

At its piers six 500-foot vessels can berth at one time, while the aggregate of rail tracks is nineteen miles. Improvements at the terminal include a concrete grain elevator of 1,000,000 bushels storage with loading facilities that will supply vessels at the rate of 20,000 bushels per hour. Adjoining the terminal are fifty acres of land available for industrial sites on which is located the administration building, a large flouring mill and a number of oil storage tanks with others under plan and construction.

Beside pier No. 4, which is now completed, two other docks almost as large, known as terminals No. 2 and No. 3, are under construction. On pier No. 5 extensive bunkers are being completed for the handling of phosphate rock, which will be shipped in large quantities to Japan by Toyo Kisen Kaisha steamers.

The conditions leading to the establishment of this line by Toyo Kisen Kaisha are interesting. Back in Idaho, some hundreds of miles away,



Here is the S. S. Seiyo Maru, first of Toyo Kisen Kaisha ships to enter the new Portland Japan service, alongside the Municipal Terminal No. 4 at Portland, discharging cargo from South America. The Seiyo Maru is over four hundred feet long but Terminal No. 4 can easily accommodate four vessels of like size at one time.

is a vast mountain of phosphate rock. This rock is valuable as a fertilizer, having, as the name indicates, a high content of phosphate and other chemical substances. Japan needs fertilizer continually so it is the logical market. A big Japanese firm bought the rock and then came the problem of shipping it. Portland was the nearest port capable of handling this big tonnage. George Powell, president of the Oregon Pacific Company, freight forwarders, then came into the business and took up the work of finding ships to carry it. Application for space on local lines

and Shipping Board vessels was without result, so he took up the matter with the Toyo Kisen Kaisha at San Francisco. K. Doi, Manager for America, looked into the matter and with his customary broad grasp of the situation, saw beyond the immediate shipment of rock, to the future cargoes of lumber, flour and other commodities that are produced in the Portland territory. As a result of the negotiations, Toyo Kisen Kaisha placed Portland on its schedule as the last American port of call with regular sailings practically each month.

The sailing of the Seiyo Maru on September 21st was the beginning of the service, which will include the Meiyō Maru, a new 10,000-dead-weight ton steamer which will call at Portland on its maiden voyage; the Kaishō Maru, another of the South American liners; the Koyo and the Choyo Maru, both of the 10,000-dead-weight ton standard Asano type of freighter.

The arrival of the S. S. Seiyo Maru at Portland aroused much interest among shippers, bankers and business men of that port. Not only was it the first trans-Pacific and freight

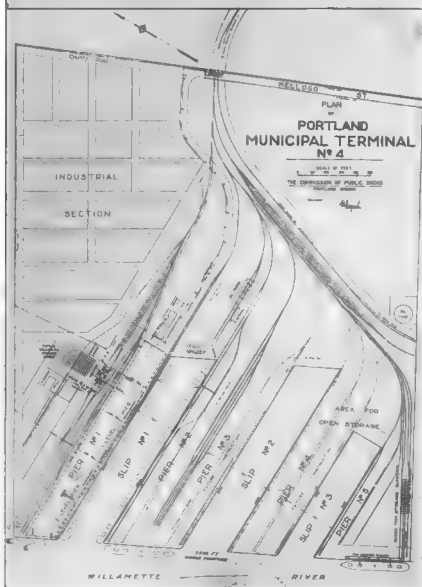


Terminal No. 4 is one of the most complete docks in America. Rails directly alongside the ship make cargo handling easy and fast.



S. S. Seiyo Maru loading lumber at the dock of the Eastern and Western Lumber Company, Portland, consigned to firms in India.





Above is the engineer's drawing of the complete Municipal Terminals of the Port of Portland. Unit No. 4 at the left with its grain elevators and mill is already completed and in use and work on Units No. 1, No. 3 and No. 5 is being rapidly completed. At the latter, large bunkers for quick and efficient handling of phosphate rock are under construction. To the right the railroad facilities are shown. There are approximately nineteen miles of track now available for use.

steamer to enter on a regularly established schedule but it was one of the largest ships of that type that had ever come alongside the new municipal terminal. On its arrival, Captain Takamizawa and his officers invited a number of the business men and the members of the Port Commission to a luncheon on board. Among these were:

Hon. George L. Baker, Mayor of the City of Portland.

H. B. Van Duzer, President Portland Chamber of Commerce and Vice-President Inman-Poulsen Lumber Co.

F. M. Warrens, President Port of Portland Commission.

H. L. Hudson, Traffic Manager, Port and Dock Commissions.

G. B. Hegardt, Chief Engineer and Secretary Commission Public Docks.

W. D. Wheelwright, President Pacific Export Lumber Co.

F. P. Tebbets, Portland Flouring Mills, Vice-President Foreign Commerce Club, Portland.

Peter Kerr, Chairman Shipping Committee, Chamber of Commerce, and Presi-



Above is part of the warehouse on Municipal Pier No. 4, filled with grain awaiting dispatch—36,000 tons of grain or flour can be stored on this floor without blocking other work. The engraving gives an idea of the size of this dock.



Heavy bales of hemp are handled by improved electric devices that give maximum efficiency in loading and moving on Pier No. 4—35,000 tons of this and general cargo is the capacity of the big transit shed.

dent Kerr-Gifford Milling Company.  
C. B. Moores, Chairman Commission of Public Docks.

H. E. Poulterer, Traffic Department, Port and Dock Commissions.  
Frank Ransom, Manager, Eastern & Western Lumber Company.

K. H. Koehler, Assistant Manager Eastern & Western Lumber Company.  
Tsunezo Sugimura, Japanese Consul.

K. Kuga, Toyo Kisen Kaisha, San Francisco.

George Powell, Oregon-Pacific Co.  
Robt. Macgill, Oregon Pacific Co.  
Edward Ostrander, Oregon Pacific Company.

At this luncheon the Seijo Maru and Toyo Kisen Kaisha were welcomed to the city by Hon. George L. Baker, Mayor of Portland and H. B. Van Duzer, President of the Cham-

ber of Commerce. Both of these gentlemen were enthusiastic over the new service and its importance to the Port of Portland and the entire community. The enterprise of Toyo Kisen Kaisha in establishing the new Portland Oriental line, its benefits to the city and the splendid work done by the Portland Chamber of Commerce, the Port of Portland Commis-

(Continued on page 37)

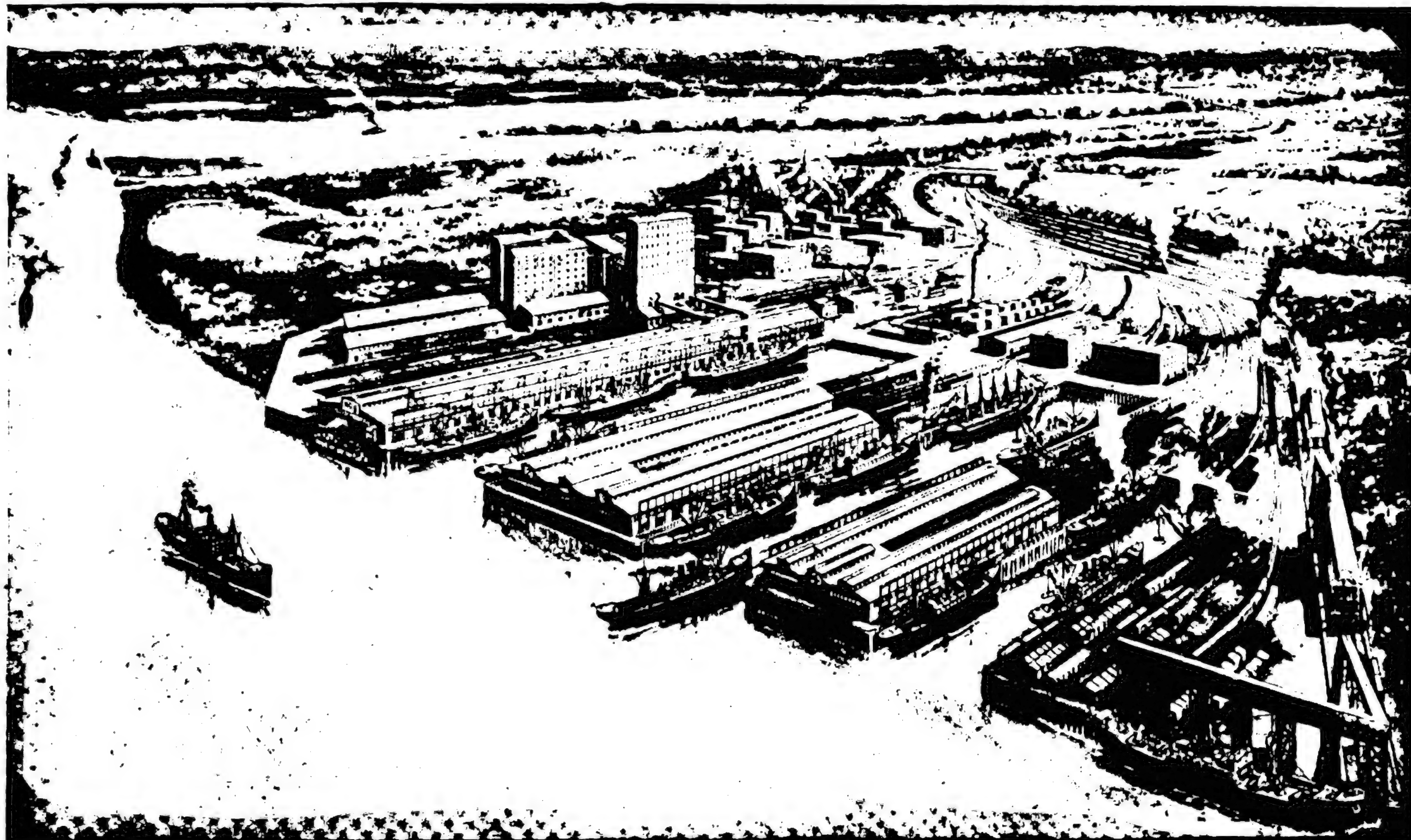


As shown in the above photograph, Municipal Terminal No. 4 offers every modern facility. The view is taken from Pier No. 3, which is complete except for its shed. On Terminal No. 4 there is a large grain elevator with a storage capacity of 1,000,000 bushels and a delivery to ship capacity of 20,000 bushels per day. This is done through the system of mechanical conveyers extending along the top of the building. This dock is 1500 feet long and 600 feet wide, with two-level transit shed 1500 feet by 180, which is equipped with automatic sprinklers and labor-saving freight handling machinery.



# Port of Portland, Oregon

Best Fresh Water Harbor in the World



Municipal Terminal No. 4, 163 Acres Modern Rail and Water Facilities, Partly Completed and Projected

## Port of Portland, Oregon

- natural gateway of a vast productive territory of immeasurable resources.
- showing marked progress commercially and industrially.
- offering cargoes for vessels of any tonnage.
- is the world's largest lumber-producing center.
- largest grain-shipping port on the Pacific Coast.
- owns and operates four large, modern docks and terminals, costing over \$7,000,000.
- ocean properties equipped with most modern facilities for handling export and import shipments.
- additional \$10,000,000 port project contemplated.
- has a public grain elevator of 1,000,000 bushels capacity, with ample private facilities.
- has vegetable oil tanks for bulk storage.
- has public drydock of 10,000 tons dead weight capacity, with new 15,000 ton drydock.
- has ample facilities for coaling vessels, loading or discharging.
- has immediate facilities available for shipbuilding and ship repairs.
- has old established and thoroughly experienced firms handling customs clearances, forwarding, sampling, weighing, etc.
- no delays through stress of weather conditions.
- has the only direct, water-grade rail connections for interior and overseas shipments on the Pacific, and enjoys the same overland export and import rates as other Pacific Northwest ports.
- Lumber, Wheat, Wool, Salmon, Canned Fruit, and Packing House Products, contribute to the available cargoes.

### Fog Statistics\*

Port	Station	Hours of Fog, 1918	Hours of Fog, 1907-17
Entrance Puget Sound.....	Swiftsure Bank Lightship No. 93	1611	1306
Entrance San Francisco....	San Francisco Lightship No. 70	1802	1591
Entrance Columbia River...	Columbia River Lightship No. 88	811	696

(\*U. S. Government)

Send for Port of Portland's 48-Page Booklet

This work is of vital interest to shipping companies, exporters and importers, manufacturers and others. It conveys, in a general way, the advantages and facilities of the Port of Portland. Mailed free on request.

For Further Information and Particulars Write the

**Traffic Department**

**Portland Port and Dock Commission**

**Spalding Bldg.  
Portland, Oregon**





Above are shown some of the well-known Portland business men, who went aboard the S. S. Seiyō Maru on her arrival at Portland, to welcome the ship and its officers and the inauguration of the new Portland Japan service.

Right to left, rear row—F. M. Warren, President of Port Commission; W. D. Wheelwright, President Pacific Export Lumber Co.; H. B. Van Duser, President Portland Chamber of Commerce; George Powell, President Oregon Pacific Co.; K. Koehler, Assistant Manager Eastern and Western Lumber Co.; H. E. Poulter, Traffic Department Port and Dock Commission; R. MacGill, Secretary Oregon Pacific Co. (Front row) H. Morishita, Ship's Doctor; A. Fujimoto, Chief Engineer; Captain S. Takamizawa; T. Sugimura, Japanese Consul at Portland; K. Kuga, Toyo Kisen Kaisha; K. Hashimoto, Purser; N. Sakai, Chief Officer; Frank Ransom, Manager Eastern and Western Lumber Co.



George Powell, President Oregon Pacific Co., agents of Toyo Kisen Kaisha at Portland, who initiated the movement which resulted in the establishment of the Portland Japan line.

#### PORT OF PORTLAND

(Continued from page 33)

sion, the Dock Commission and the Oregon Pacific Company in developing business for the line were made

the subject of a splendid talk by T. Sugimura, Japanese Consul at Portland, who welcomed the new steamer line to the city on behalf of the Japanese Government and the Japanese residents.

The importance of this latest extension of Toyo Kisen Kaisha to the Port of Portland and the great country behind it cannot be underestimated. It means that from now on that city has a definite place among the Pacific Coast ports with an established trans-Pacific service operating on regular schedules, thus placing it in direct touch with the important seaports of the world. It means that from now on its place in the world's shipping will be recognized and considered by all who send their ships across the sea lanes of the world.

It means increased shipping of grain and flour to European ports because with enlarged facilities comes augmented business. It means that for the first time Portland shippers can consign their goods direct to the ports of the Far East on vessels loaded at their own docks. It means that as business develops Toyo Kisen Kaisha ships may call at Portland en route to South America,

The Port of Portland and Toyo Kisen Kaisha are both to be complimented on this momentous occasion.



K. Doi, Manager Toyo Kisen Kaisha, to whose energy and enthusiasm is due the inauguration of the Portland Japan service. His headquarters are in San Francisco.

## Effective Execution of Foreign Business

requires comprehensive understanding of the fundamentals underlying foreign exchange, knowledge of markets, and accurate information concerning imports and exports. Merchants and manufacturers planning to develop business in the Orient will find essential the co-operation of a Bank with sufficient experience, resources, and facilities for efficient service.

The Foreign Department of Ladd & Tilton Bank is equipped to expediate business, to aid directly in financial matters connected with exports and imports, and to supply accurate information on every phase of foreign trade. Letters of Credit and Travelers' Checks payable in all parts of the world furnished.

*Correspondence or personal interviews  
solicited*

---

**LADD & TILTON BANK**  
OLDEST IN THE NORTHWEST  
Resources \$30,000,000

MEMBER  
FEDERAL RESERVE  
SYSTEM

**PORTLAND  
OREGON**

## SOLVING THE JAPANESE QUESTION

(Continued from page 22)

farron of that advance belongs to the Democratic nominee."

I trust I am right in saying that political pressure was mainly responsible for the recent change of attitude on the part of Governor Stephens. Though by no means a sympathizer of the Japanese, the Governor had nevertheless adopted a temperate and sensible view of the question, and had occasionally meted out admonitions to those who had made business of "awattling the Japs." Of such admonitions the following, dated January 21st last, is a good example:

"In my opinion the present agitation in California was inspired by candidacy for office. It is true that many worthy citizens have now allied themselves with it with the laudable purpose. The fact remains, however, that the dominant factors in the movement are actuated by their desires for political preferment.

"For five years one member of the State's congressional delegation at Washington has occupied a seat in the United States Senate. With exceptional opportunity, because of his affiliation with the national administration, he has accomplished nothing in all that time toward keeping Japanese undesirables away from our shores. Now that he is a candidate for re-election, he raises an outcry about the Jap question, and his political emissaries proclaiming everywhere his present voluble activities, fail to mention his previous legislative inactivities.

"Manifestly, the grave concern he now expresses awakened only when he found it necessary to create an agitation on which he might ride back into office.

"Further proof that the present agitation has largely

become a candidates' agitation is furnished by the fact that still another senatorial aspirant has lately joined in the hue and cry and is widely accused by friends of the incumbent senator of trying to 'steal the thunder' of their candidate. Would-be candidates are also joining in this agitation in the hope of winning political favor."

In the present agitation, organized labor is not the leader, but rather a follower. The leader has been a group of politicians, each hoping to ride into political office on the crest of the anti-Japanese wave which they have themselves created. Of course, organized labor even today has not much love to lose upon the Japanese, for they always look upon alien incursion, whether from Asia or from Europe, with disfavor. But the significant fact is that it evinces but lukewarm interest in this political agitation whose purpose is to make the goat of the voteless Japanese.

Of this statement the recent resolution of the Stockton Labor Council and the Sacramento Federated Trades Council bears testimony. Declaring that "the Oriental question has become one of the burning issues of the day," and that "propaganda is being spread by designing parties," the resolution makes these recommendations: (1) Absolute restriction of all alien immigration; (2) no fight to be made upon any person or persons who are legal residents of the United States; (3) organize all workers who are capable of taking a union man's job; (4) we do not favor the removal of the Oriental from land to the industries.

Of particular significance are the second and fourth recommendations. Unmistakably the labor unions of

(Continued on Page 46)

Drive your own car  
in **California**  
we repurchase for cash  
when you leave

Write or wire for complete information on our "Buy Back" Guarantee. It costs less than to rent a car, or the transportation charges on your own car to California.

**Harold L. Arnold**  
7th of Figueroa Los Angeles HUDSON distributor ESSEX Van Ness at Post San Francisco.



# ORIENT-SOUTH SEAS EXPORT & IMPORT FREIGHT FORWARDING



**The PORT of PORTLAND**  
New North American port for  
Toyo Kisen Kaisha  
ships sailing direct for Japan  
and Far East. Quick  
time, best rates  
and service.  
Oregon  
Pacific Co.  
Agents  
*Ship Via Columbia River Gateway and Save Money*

## General Freight Forwarders Customs Brokers and — Steamship Agents —

### Steamship Agents

Representing Toyo Kisen Kaisha, new Portland-Japan-Orient services, also passenger agents for Trans-Pacific service.

### General Forwarding Agents

Equipped for forwarding General Freight, Phosphate Rock, Lumber, Grain, Flour, Etc. to all Oriental and South American Ports.

### Custom House Brokers

Rapid and efficient clearance of imports and distribution and re-shipment of import freight.

### Ship Brokers

Excellent facilities for arranging for full or mixed cargo shipments of all kinds of goods from Columbia River region to all foreign ports.

### Interesting Weekly Service Letters Free

Our weekly service letters giving news of sailings and information on ports, customs and shipping regulations, sent free on request.

# OREGON-PACIFIC COMPANY-PORTLAND, ORE. USA

Cable and Wireless:  
POWLMAC

# PERSONAL MENTION

(Continued from page 31)

out there, were enthusiastic over their splendid conduct in the Far East. While lively and manly and good active Americans, they never forgot to be gentlemen, and considerate of those whose cities they were visiting. As one passenger remarked:

"The trip has not been a dull one. The gratitude of each and every passenger is due the boys of the U. of C. Glee Club. They have given their all unstintingly and ungrudgingly. They have given cheerfully and without having to be asked. They are real American manhood. Strong in body and mind, versatile in intellect and physique and above all, generous to a fault. They are a credit to the men who trained them, to their alma mater and to their State."

Yoshiyas Hiraiwa, Bishop of the Methodist Church in Japan, with a record of forty-five years continuous service, arrived on the Siberia Maru on his fourth visit to the United States. His mission in America is twofold. He will endeavor to assist the spread of Christianity among his countrymen there and foster a better understanding of hopes, intentions and aspirations of the Japanese people at home.

J. H. McCarthy, known to ten thousand travelers as "Mac," chief engineer of the Grand Hotel and electrical advisor to the city of Yokohama, returned to San Francisco on the Siberia Maru to fulfill an important mission for the purchase of new equipment and machinery for the Grand Hotel. Rumor has it that he has recently fallen heir to a large fortune and came back to take charge of it.

Among the interesting passengers on the Siberia Maru was M. Sano, who wears the button of America's Legion of Honor in the lapel of his coat. The record in the War Department after his name reads, "M. Sano, sergeant 127th Air Service air craft production," and he is referred to as a man, small of physique, but with a great head. He hails from Williams, Arizona, is proud of his Yankee distinction and has been a moving spirit in all of the sports on shipboard.

Among the distinguished passengers arriving on the Siberia Maru was D. A. Verenikis, Ambassador from Athens to Tokyo, where he has been stationed for the past two years. He was the first Minister from Greece to Japan and has been conducting negotiations with China with a view of establishing a legation in Peking. According to His Excellency consider-

able quantities of oils are being exported from his country to Japan. After a few weeks in America where he will study business conditions at first hand, M. Verenikis will leave for his new post in Europe.

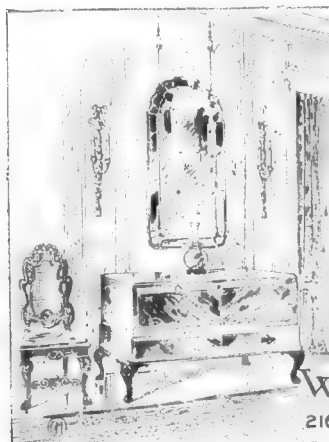
Miss Helen Steele, of Oil City, Pa., completed an extended tour of China and Japan with the arrival of the Siberia Maru, on which she was a passenger. With her friends she was in Peking during the recent factional fight and was the first woman to leave the city when it ended. She made a study of Oriental drama during her sojourn there.

H. K. Laidlaw, prominent shipping man of San Francisco and Kobe, was a passenger on the Siberia Maru. He returned from Japan for a short vacation and will go out again in the late fall.

Back in San Francisco after a three years' stay in Japan, where he managed the interests of Dill-Crossett Co., with headquarters in Kobe, C. R. (Kobe Tommy) Thompson arrived on the Siberia Maru. During his stay in Japan he made a host of friends in the business world, all of whom regret his transfer to San Francisco.

Thompson is an enthusiastic motor-

(Continued on page 43)



**T**HERE is no real Economy without Quality.

The name "Sloane" is an assurance of Quality in Furnishings: the Economy is two-fold—moderate cost and enduring worth.

FURNITURE · CARPETS  
ORIENTAL RUGS · DOMESTIC RUGS  
INTERIOR DECORATING

ESTABLISHED 1843

**W & J SLOANE**  
216-228 SUTTER ST SAN FRANCISCO

# **PACIFIC EXPORT LUMBER COMPANY**

Cable address: Wheelright, Portland, Ore.

**Exporters of  
PACIFIC COAST LUMBER**

**WHITE CEDAR LOGS  
BOLTS and LUMBER**

Cargo and Parcel shipments to all parts of the world  
Schedules and other information supplied

**Importers of  
ORIENTAL MERCHANDISE**

**BEANS, PEANUTS, RICE  
WHEAT BAGS, JUTE, ETC.**

---

Head Office:  
Chamber of Commerce Building, Portland, Ore.

Branch Offices:  
16 California St., San Francisco, Cal.  
American Bank Building, Seattle, Wash.



# PERSONAL MENTION

(Continued from page 41)

ist and has done a great deal of driving in Japan. Just before leaving, accompanied by Mrs. Thompson and Percy McKay of Kobe, he drove from Yokohama to Kobe in thirty-one and a half hours driving time, hanging up a record for that distance. To Mrs. Thompson goes the honor of being the first woman to make this trip.

Sailing on the Siberia Maru (Captain Nagano) were K. Fujii and family. He was formerly Vice-Consul at San Francisco but was transferred a year ago to Washington, D. C. He has now been appointed Consul-General at Amoy, China, to which post he will go after a brief stop in Japan.

Mrs. Harry Root, wife of H. E. Root, well-known steel and iron man of Tokyo, was a passenger on the Siberia Maru. She has been enjoying a visit with her parents in Oakland, Calif.

George Flood, one of the "Flood twins," who are equally well known on both sides of the Pacific, sailed for Japan on the Siberia Maru en route to Vladivostok, where he has large interests. The Floods have been in the shipping business out of San Francisco for the past twenty years.

Harry Silberman, manufacturers' agent, was a passenger on the Siberia Maru. He is making another of his periodic voyages to the Orient.

C. Winkler, official of the Java-Pacific Line, sailed for Hongkong on the Siberia Maru. He went out on business and will visit Java and India before returning.

After an extended tour of the Philippines, China and Japan, during which they narrowly escaped being cut off from the rest of the world by the Chinese rebels, who tore up railroad tracks and forbade all traffic, Mr. and Mrs. Chas. F. Crocker, well-known San Francisco capitalist, returned home on the Tenyo Maru. Outside the excitement in China they had a most delightful and interesting journey.

Mr. and Mrs. Percy E. Haslett of San Francisco sailed for Manila on

the Tenyo Maru. They will stop over in Japan and China en route. He is the secretary of the Haslett Warehouse Co.

Sailing on the Tenyo Maru Sept. 18th for an extended tour of the Orient that will combine business and pleasure, were Mr. and Mrs. Frank H. Burr of New York. Mr. Burr will make a survey of industrial conditions while abroad.

Frank Silloway, vice-president of the Deere Plow Co. of Moline, Illinois, who has been on a honeymoon tour of Japan and China, returned on the Tenyo Maru after a most delightful journey.



**The Golden Pheasant**  
33 CLARY STREET SAN FRANCISCO  
THE RESTAURANT REFINED  
Achievements in the Art of Cook and Candy Making

JAPAN



## Travelers


will find the charm and comfort of home at Hotel Whitcomb. Cordial hospitality, perfect appointments and good meals all play a part in creating this home-like atmosphere for you.

Then too, for business, shopping or pleasure, Hotel Whitcomb is superbly located at Civic Center. Opposite are San Francisco's beautiful public buildings and nearby the fashionable shops, theatres and financial district.

1400 delightful outside rooms at Hotel Whitcomb. Rates from \$2.00. Wire for reservations at our expense. Our limousine bus meets all steamers.

## Hotel Whitcomb


at Civic Center  
**SAN FRANCISCO**  
J. H. van Housen, Mgr.





**WHEN visiting Los Angeles you will find it to advantage to sojourn at Hotel Clark. Every desired luxury, refinement and convenience. Situated in the heart of the city. Easily accessible to theatres, stores and public buildings. Car lines to beaches, mountains, missions, just a few steps away. Write for illustrated folder.**

**FIVE HUNDRED and FIFTY-FIVE ROOMS** with private bath  
Both European and American Plans  
Tariff from \$1.50

**F. M. DENKINCK**  
Lessor and Manager



**FREE AUTO BUS MEETS ALL TRAINS**



**The Things you didn't see in the Orient are at**  
**Miss Claves**  
**Oriental Applied Arts**  
284 Post St. San Francisco  
(Below Union Square)



Group of Japanese newspaper men who meet Toyo Kisen Kaisha ships at San Francisco.

San Francisco is the only harbor in the United States where the boats incoming from Japan are covered by Japanese reporters and camera men. This photograph shows a group covering the "Tenyo Maru," which arrived in San Francisco September 10th.

(Left to right) G. H. Yamane of the *Los Angeles Daily News*; K. Takeuchi, editor of the *New World*, San Francisco; G. Tomitani, editorial staff of the *Japanese American*, San Francisco; E. H. Shishimoto, editorial department of the *Japanese American*; T. Shinjo, editor of the *New World*; C. K. Imatsu, photographer of the *New World* (Japanese daily).

#### Kakichi Uchida

Returning home from the International Labor Conference held in Genoa, Italy, which he attended as the delegate for the Japanese Government, Kakichi Uchida, member of the House of Peers, sailed from San Francisco on the Tenyo Maru.

Mr. Uchida has long been prominent in Japanese political and industrial circles, having served as Vice-Minister of Communications at Tokyo and also as Governor-General of Taiwan (Formosa). He is also prominently identified with a number of large industrial organizations and for the past two years has been working to increase the cable facilities between Japan and America.

The International Labor Conference was devoted largely to the discussion of maritime problems, which were grouped under four heads:

Uniform hours of labor at sea.

Employment insurance and compensation for workers.

Child labor.

Unification of rules for seamen.

On the first of these there were heated discussions, which resulted in

nothing, as no agreement between the representatives was reached.

Asked his opinion concerning the working out of the Jones Bill, Mr. Uchida said that from his observations he thought that it would be adjusted so as to work out to the best interests of American marines with as little injury as possible to foreign marines. Nothing definite could be said until the new members of the Shipping Board had taken their seats and had time to consider all phases of the bill and the effect of its enforcement provisions, which would probably be about January 1st.

John Foord, editor of *Asia* and secretary of the American-Asiatic Society, who has been in Japan and China for the past four months studying political and economic questions, returned to America on the Tenyo Maru. He has written a series of articles on the Far East for the *New York Times*.

Y. Inamura of Tokyo, accompanied by his wife and daughter, were passengers on the Tenyo Maru, en route to New York. He is prominently connected with the Sunutomo Bank in New York and was a member of the Vanderbilt party during its recent visit to Japan.

Louis C. Hutt, star camera man for Pathe moving pictures, was a passenger on the Tenyo Maru, returning after a seven months' tour. Accompanied by Mrs. Hutt, he made many spectacular pictures of the Far East, which will appear in the weekly news services in the theatres of this country in the near future. He was present at many of the functions arranged for the Rumanian Crown Prince during his visit to Japan and recorded them on the films.

(Continued on page 55)

## HOTEL STEWART SAN FRANCISCO

On Geary Street, Just off Union Square

### Moderate Rates

Breakfast 50c, 60c, 75c Lunch 75c  
Dinner \$1.25 (Sundays \$1.50).

New steel, concrete and brick structure. 400 Rooms, 300 Connecting Bath Rooms. A high class hotel at very moderate rates. Homelike comfort rather than unnecessarily expensive luxury. The Stewart is known favorably in the Orient, the Antipodes, the Hawaiian Islands and to the Tourist. In the center of the theatre and retail district. On ear lines transferring to all parts of city. Motor bus meets all trains and steamers.

CHARLES A. and MARGARET STEWART, Proprietors

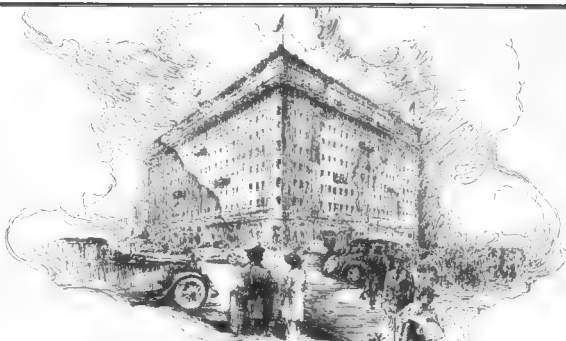
## HOTEL PLAZA SAN FRANCISCO

STOCKTON  
and POST STS.  
on North side of Union Square

The Plaza gives the  
best values in the  
Three Important  
Things in Hotel  
Accommodation  
LOCATION  
SERVICE  
RATES

Expresses Pies from \$2.00 up  
CARL SWEND, Manager





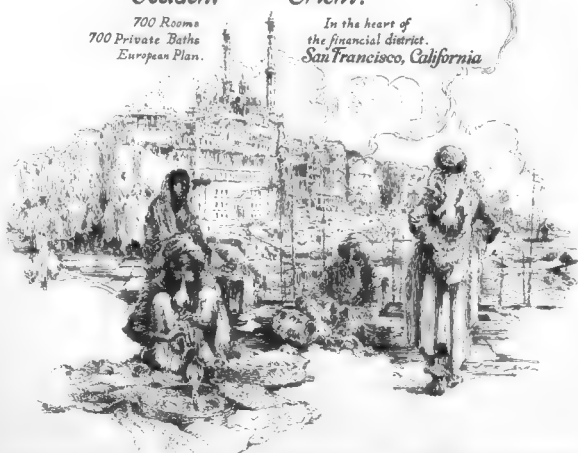
# The Palace Hotel

Management of Halsey E. Manwaring.

where *Historic Ties*  
for seventy five years have bound  
the "Occident" to the "Orient."

700 Rooms  
700 Private Baths  
European Plan.

In the heart of  
the financial district.  
*San Francisco, California*







Y. Imamura, wife and daughter, who arrived on the Tenyo Maru en route to New York, where he is well known in financial circles. This is the girl's first glimpse of America.

### SOLVING THE JAPANESE QUESTION

(Continued from page 39)

Sacramento and Stockton look with disfavor upon the scheme conceived by politicians to remove the Japanese from the soil, where they compete with nobody, and drive them into the cities, where they will undoubtedly become competitors of industrial workers.

Up to 1913, the year in which the alien land law was adopted by the California legislature, Japanese labor may justly have been regarded as "cheap labor." Today this sounds like a fiction in an obsolete book. For the Japanese no longer works for less wages than are paid their Caucasian fellows. In the particular case of farm labor the Japanese gets even more than the American. Where an American farm hand is paid \$3.50 to \$4.00 per day, Japanese are paid \$4.50 to \$5.00. Thus, the Japanese, instead of competing with the Americans, are being competed with by the Americans. This is unquestionably due to the scarcity of Japanese labor due to the operation of the gentlemen's agreement entered into by our two governments in 1907 for the restriction of Japanese immigration. Is it any wonder that organized labor ceased to be the motive power in the chronic anti-Japanese agitation? No wonder that even the *Union Labor Record*, the daily organ of Seattle organized labor, looks complacently upon the Japanese question and expresses such liberal views as this:

"Labor's interest in the Oriental question is great, perhaps greatest of all. Labor asks that justice be done to all parties concerned. Labor does not believe that it can make any gain through human injustice. Labor believes that justice can be gained only

through the truth, based upon exact facts."

Mr. V. S. McClatchy, publisher of the *Sacramento Bee*, who presents the official argument in support of the proposed initiative bill against the Japanese, tries to make it appear that Japan does not allow foreigners to own or lease lands. "By what right," he asks, "does Japan object to California extending to her own citizens and lands the same protection given by Japan to the Japanese and their lands?" And this argument is printed in an official document and is being sent to every voter in California.

I am reluctant to believe that Mr. McClatchy intentionally misrepresents the Japanese laws, but unfortunately, I have reason to believe that he is better apprised of the real provisions of those laws which are contrary to his version.

According to the Japanese laws, foreigners as individuals cannot own land, but juridical persons, formed in compliance with the provisions of the Japanese Commercial Code, are allowed to own land, even though its members are all aliens. Moreover, foreigners, even as individuals, are permitted to lease land for fifty years on an equal footing with native subjects, and can hold the rights of superficies for unlimited periods. An alien may acquire such rights for one thousand years, or even longer. It is the opinion of western lawyers residing in Japan that superficies, if protected by a contract carefully drawn by an experienced lawyer, is almost as valuable as a right of absolute ownership.

Beside these liberal provisions the proposed California law is as different

(Continued on page 39)

### THOS. COOK & SON

TOURIST, STEAMSHIP &  
FORWARDING AGENTS  
BANKERS, ETC.

#### "Travel Without Trouble"

INCLUSIVE INDEPENDENT TOURS

MANILA: Manila Hotel  
PEKING: Chinese Eastern Ry. Compound  
YOKOHAMA: 88 Water Street  
HONGKONG: 16 Des Voeux Road  
SHANGHAI: 279 French Road

Chief Office

LUDGATE CIRCUS, LONDON

San Francisco, 53 Post Street

New York, 245 Broadway

### Frank Waterhouse & Company's

#### PACIFIC PORTS

(Monthly and Annual)

The World's Recognized Authorities in the Field  
They Cover

The 1926 Edition is now in course of preparation, will consist of 16 pages of double the present size, with about 300 illustrations of Cliffs, Harbors, Native trades, and Customs pertaining to the Pacific.

Price for one year subscription,  
Monthly and Annual, \$14.00.

### FRANK WATERHOUSE & COMPANY

SEATTLE, WASHINGTON

### GETZ BROS. & CO.

(Incorporated)

Leading  
Importers — Exporters  
of Pacific Coast

#### WHOLESALE GROCERS

530-542 Davis St.

San Francisco, California

### A. CARLISLE & CO.

STATIONERS, PRINTERS  
BOOKBINDERS  
LITHOGRAPHERS

Printing and Bookbinding in  
all its Branches

JAPAN is one of the Products  
of Our Printing Department

Commercial Stationery for  
Every Purpose

San Francisco

California



*The*  
**ST. FRANCIS**  
One of the world's great hotels  
Facing Union Square

**SAN FRANCISCO CALIFORNIA**

Anticipates the Needs of Those Accustomed to the  
Best in Accommodation and Cuisine. Within Easy  
Walking Distance of the Fashionable Shops, Theatres  
and the Financial District.

*Literature on Request.*  
Cable Address: SICNARF

*Thos. J. Coleman.*  
Manager

HONG KONG HOTEL COMPANY, LIMITED  
Operating the Leading Hotels of Hong Kong

# HONG KONG HOTEL HOTEL MANSIONS REPULSE BAY HOTEL

AMERICAN OR EUROPEAN PLAN

SPLENDID GRILL ROOMS

JAMES H. TAGGART, Managing Director

Hong Kong is one of the most picturesque and beautiful places in the world. Situated on the Island, the City of Victoria faces the harbor and ascends the heights, its residence section occupying the terraces on the hill sides. The business portion is on the level land along the waterside, while behind towers the Peak, rising nearly two thousand feet above the sea.

The City has many handsome and substantial business structures, excellent hotels, world-famous clubs and numerous attractions for the visitor. It is the oldest and most important Crown Colony in the Far East.



Hong Kong Hotel occupies a commanding location in the center of the business section. It has been established for more than fifty years and is the center of the hotel life and social activities of the Colony—as shown in the engraving on the left it is built to suit the climate, each floor having wide airy balconies, the full length, assuring greatest comfort. It is operated on both table d'hôte and a la carte plan and is noted for the excellence of its grill room.

Hotel Mansions, another of the company's hotels is situated just across the street from Hong Kong Hotel.

Below is a view of Repulse Bay Hotel, the finest resort in the Far East, recently opened at Repulse Bay on the opposite side of the Island from the city, and offers every advantage of a modern resort and country club, including golf, swimming, sailing, etc.





# Tobacco Culture in Kiangsi Province, China

An Interesting Letter from a Visitor to a Little Known Region of Great Productivity—How the Weed is Grown and Prepared for Market

There are three "Fu" cities lying round the Poyang Lake, namely, Nanch'angfu, Nank'angfu and Jaochowfu. Nanch'ang is famous as a rice producing center, the price of rice varying between three and four dollars a picul (133½ lbs.) Enormous quantities are exported every year to other provinces. Nank'ang is known as the place where kaolin is produced; the famous Chinese porcelain could not be made without this necessary material. The hill from which the kaolin is dug is near the "White Deer Grotto," at the foot of the Kuling Mountains. Jaochow is well known for its fragrant leaf. Tobacco is grown around the slopes of the Poyang and is exported in large quantities from Jaochow to Kiukiang, Wuhu and Shanghai. The tobacco seed is sown in the ninth moon and after five months the young seedling is transplanted. In another three months the heart is removed, thus enabling the leaf to spread and grow larger. One month after the removal of the heart the leaf is plucked and placed to dry on large long bamboo frames. The frames are between seven and eight feet long and three feet wide. The tobacco leaf grown in Jaochow district is very large and 50 frames are necessary to dry 100 catties (Chinese weight about ¾-lb.). When thoroughly dried, the country farmer brings his leaves to the city and sells them to the merchant.

## A Modest Exterior

Many of the wealthy tobacco warehouses in Jaochow are of a most unassuming appearance. One would never imagine that inside a shop, with a frontal entrance not quite 12 feet wide, about 100 men were preparing the leaf for exportation to Shanghai and other places. There are 24 such warehouses in Jaochow.

The leaf before it finally leaves the warehouse in the shape of tobacco passes through many processes, the first of which is the removal of the fibre or veins. This is done entirely by women and girls and they receive for their labor 10 cash a catty. After the veins have been removed the net loss per picul is 40 catties.

The next important process is the sorting of the leaves. This is done by expert workmen who have a thorough knowledge of the different kinds of tobacco. To the uninitiated the leaves look practically all the same and to the farmer who grows them no doubt they are, but to the expert sorter there are differences and he divides them accordingly. Texture, color, thickness, weight, fineness, strength, all count, and the best leaves are those which contain most of the above qualities. After the removal of the fibre, the leaves are well dried, making them, when they pass through the hands of the sorter, quite light and brittle.

## The Color We Love

The next process is beating. The leaves are spread out in a large flat courtyard and beaten lightly with sticks. The result of this process is a light, fluffy, leafy mixture. After the leaves have been beaten and while they are still spread out, rape oil is sprinkled over them. Fifteen catties of rape oil are sprinkled over 100 catties of tobacco leaf. This oil is also known as "fragrant" oil and helps, as well as keeping the leaves moist, to give them an added fragrance. When the leaf has been well saturated with oil, an oxide is used to make fast the deep rich brown color. Sulphate of arsenic is the oxide largely used. The obtaining of a deep brownish color is quite a delicate art and requires some skill.

(Continued on page 50)

## FOREIGN MONEYS

**Yen : Sterling : Roubles  
Dollars, Etc.**

We invite travelers to call in connection with the sale or purchase of foreign moneys and encashment of letters of credit.  
All commercial banking transactions handled.

**The Crocker National Bank of San Francisco**

No other school of medicine offers the safety from drugging you will find in Homeopathy.

## NEURITIS IS NERVE INFLAMMATION

and can be cured by reducing nerve inflammation.

— FOR —

That sharp darting pain in the shoulder, nape of the neck, along the forearm, wandering pain causing a sense of numbness in the fingers or toes, Neuralgia, Stiff neck, Sciatica and Sick Headaches.

TAKE

*Eopa*

**NEURITIS  
TABLETS**

Price \$2.60

Foreign Postage 12 cents  
Mailed anywhere on receipt of price

**Boericke & Runyon Co.**

140 Powell St. San Francisco  
Homeopathic Pharmacists since 1870

G. A. Maydwell, President Cable Address: "Maydwell"  
Codes: Western Union, A. B. C. Fifth Edition  
A. B. C. Fifth Edition (Improved), Lieber's and Bentley's

**THE MAYDWELL COMPANY**  
(INCORPORATED)

IMPORTERS AND EXPORTERS

IRON & STEEL PRODUCTS

Nuts, Bolts, Ship Rivets, Plates, Sheets, etc.  
SHELDON BUILDING, MARKET AT FIRST STREET  
SAN FRANCISCO, U. S. A.  
Branch Office 73 Madison Street, Seattle, Wash.

Telephone Kearny 1696

## T. J. Moynihan & Co. BOILER WORKS

**Stationary and Marine Boilers  
and Oil Tanks of all kinds**

**Built according to drawings or  
specifications**

**Marine Repairing of every description  
and Sheet Iron Work**

**Executed at the shortest notice, on the most  
reasonable terms**

W. L. GILL, Manager

**401 FOLSOM STREET**

Southwest Corner Fremont  
San Francisco



At Home, at the Club, Cafe or Hotel  
**CASWELL'S COFFEE**

*always satisfactory*

**Geo. W. Caswell Company**

Phone Sutter 6654    442-452 Second St.    San Francisco, Cal.

**Sold With A Guarantee**

## Travel

### The American Express Tours and Cruises

are planned and carried out on a high plane of excellence. All Accommodations are the best available. Experienced conductors, branch offices and connections around the world, and advance reservations make touring a pleasure for American Express travelers.

#### The Orient

tours arranged for next fall include visits to Japan, Korea, Manchuria, China, The Philippines and Java. Each party limited to fifteen. Departures from San Francisco September, October, November, and December. Special cruise to the South Sea Islands sailing October 20.

#### Around the World

Six tours visiting the principal cities of the world. Four will start in September, October, November, and December sailing west, and two in October and November sailing east. Parties limited to twelve. All accommodations the best available.

#### Independent

and conducted tours to Europe, South America, California, and Florida.

#### Information

may be secured by writing Department N. G. of the American Express Company, 65 Broadway, New York.

## AMERICAN EXPRESS COMPANY

Head Office: 65 Broadway, New York

Offices or Correspondents Everywhere

INTERNATIONAL BANKING, SHIPPING, TRAVEL AND FOREIGN TRADE

The blending of tobacco, like the blending of tea and whiskey, is not simply left to haphazards. During every stage, from the raw leaf to the final process, much pains are taken and great care exercised to produce a highly seasoned, richly flavored, deeply colored weed. The drying, veining, sorting, beating, wetting, oiling, fastening, are all carefully done in order to obtain a good blend. After a little water has been sprinkled on the leaves, the tobacco is now ready for the press. The leaf remains in the press for one night or 24 hours.

### Paying at a Penalty

The process of planing brings the leaf to its two last stages, namely, weighing and packing. In one large warehouse we visited, 70 young men were employed planing large blocks of tobacco. One of the young proprietors very kindly showed us through the warehouse and explained many details we should otherwise not have known. Planing tobacco, from the workman's standpoint, is the most lucrative, arduous, and disastrous in the whole process. The men are paid by the package, 10 ounces being the weight by which they reckon. One man if he works hard and long may earn in one day from 300 to 500 cash. The master supplies his food. The labor of planing tobacco from early morning till late at night is exceedingly hard and very soon tells on the physique of the workmen. The men in this particular department were all young and we heard and believe it to be true, that many of them die quite early. Bending over a huge block of tobacco and handling a heavy cumbersome plane, weighing from 10 to 20 catties, soon affects the lungs and consumption is very common among these men.

### The Five Grades

There are five different kinds or grades of tobacco and the following are their Chinese names: 1. P'i si; 2. Wen si; 3. Yang p'ien; 4. Kai mien; 5. T'iao si. Their relative value is also in the above order, p'i si being the best, and t'iao si the poorest tobacco. Like every other trade, those engaged in this have many ways of adulterating their wares. There is not much difference between one leaf and another; the difference is mainly in the preparation from beginning to end. Greater care in drying, oiling, wetting, fastening, produce in the end much better tobacco. That known as p'i si is mixed with other substances such as the fibre from the tobacco leaf. The fibre or vein is ground to

(Continued on page 57)





## ORIENTAL HOTEL—KOBE

### FINEST IN THE FAR EAST

*Located on the Bund and in the Center of the Business Section of the City.*

*Five minutes' walk from Sannomiya Station and the American Hatoba. Roof Garden Commanding Unobstructed view of Harbor and City with Hills in the Background.*

*Fireproof, Steel, Stone and Brick Building.*

*Hot and Cold Running Water in Every Room.*

*Electric Elevator Service. Steam Heat in Every Room. Large and Handsome Foyer. Telephones in Every Room.*

*Best Orchestra in Japan.*

*European Steward.*

*Completely Equipped Garage.*



View of the New Ballroom Oriental Hotel, Kobe

Telephones Sannomiya 741 L. D. 1964 & 1697  
Cable Address: "Oriental" KOBE

Rates on Application  
American Plan

Under the Personal Direction of  
**KENT W. CLARK**

### NEW BANQUET BALLROOM AND THEATRE

*Just Completed and  
Now Open for*

PRIVATE DANCES

BANQUETS

RECEPTIONS

THEATRICALS

DINNERS

LECTURES

CONCERTS

MOTION PICTURES  
and Meetings of all kinds

BANQUET CAPACITY

350 PERSONS

European Steward  
in Charge

CONCERT CAPACITY

700 PERSONS

Completely equipped  
stage with scenery, lights  
and dressing rooms.



# Pershing Square, New York City

WITHOUT a visit to New York, now become the great financial, business, art, literary and social capital of the world, a traveler cannot really know America. Arriving in New York from the Far East by way of the West, one alights at the Grand Central Terminal, in front of which, and named after the Commander-in-Chief of the American Expeditionary Forces in Europe, is

## PERSHING SQUARE

Facing Pershing Square or adjoining the Terminal, are five of the world's greatest hotels—in fact, it is these hotels, with the Terminal, that make the Square a center of wonderful monumental architecture—for these great structures strikingly symbolize the energy, strength and power

distinctive of the American spirit in building. Pershing Square is not only one of the great nerve centers of New York, but from it flow in every direction the great arteries of transportation, the subways, elevated and surface cars that reach every part of Greater New York. Fifth Avenue, the fashionable shopping district, is only one block away, and the majority of clubs and theatres are within a few minutes' walk.

The hotels of Pershing Square, five in number, are THE BILTMORE, THE COMMODORE, THE MANHATTAN, THE BELMONT and THE MURRAY HILL. Each has its own subway entrance. All these, together with the ANSONIA, a great hotel at Broadway and Seventy-third Street, are under the direction of

JOHN McE. BOWMAN, President

## THE BILTMORE

Forty-third Street and Madison Avenue

If you were to ask which of the New York hotels typifies all that is best and brightest in American social life, there could be but one answer. To the Biltmore come the men of affairs and the men and women of social position from every part of the world. Foremost always in the adoption of new features that make for the



THE MURRAY HILL. (Proposed)

New Park Ave. Viaduct

HOTEL BELMONT

HOTEL MANHATTAN

# -and America's Foremost Hotels

happiness and pleasure of its patrons, it is recognized as the smartest place in the city at luncheon, tea time, dinner and supper, when always fashionable throngs are in attendance. Who has not heard of its Italian Garden, its Cascades and its cuisine? The Biltmore is under the personal direction of

JOHN McE. BOWMAN

## THE COMMODORE

Forty-second Street adjoining Grand Central Terminal

This newest and most distinctive of all hotels, opened January 28th, 1919, was planned and constructed so that expense of operation could be reduced to a minimum. This makes it possible for THE COMMODORE to be the most moderate priced hotel in the world for the advantages offered. Its Lobby, a great Italian Courtyard, is the largest hotel lobby, and its grand ballroom, which will seat 3000, is the largest ballroom; and with its 2000 rooms and 2000 baths, it can entertain comfortably more guests than any hotel in the world.

GEORGE W. SWEENEY, *Vice-President and Managing Director*

## HOTEL MANHATTAN

Forty-second Street and Madison Avenue

The HOTEL MANHATTAN has long enjoyed the prestige that comes from patronage by people who wish the best of everything. It is convenient to the fashionable shopping and theatre

districts. The lobby, which is famous for its mural decorations is also noted for its hospitable atmosphere, giving the appearance of a great club room.

PAUL B. BODEN, *Vice President and Managing Director*

## HOTEL BELMONT

Forty-second Street and Park Avenue

Ever since the Belmont was opened, it has been the stopping-place of men prominent in finance, business and the professions. The unusual size of its living rooms, the sleeping rooms, its fine furnishings—in general its quiet, unobtrusive luxury, combined with the highest degree of comfort and convenience—stamp it with a distinction that appeals to travelers who appreciate these things.

JAMES WOODS, *Vice President and Managing Director*

## MURRAY HILL HOTEL

Park Avenue and Forty-first Street

Two generations of patrons have enjoyed and esteemed the present MURRAY HILL HOTEL and its popularity has never waned. It is a big, homelike hotel and famed for comfort, but it will give way in the near future to a great NEW MURRAY HILL, which is to be the last word in hotel construction for a long time to come. This will be the tallest hotel building in the world.

JAMES WOODS, *Vice President and Managing Director*



THE BILTMORE Grand Central Terminal

THE COMMODORE



*The new annex of the Oriental Hotel, Kobe, equipped with modern facilities, gives needed rooms to that hotel.*

### **Oriental Hotel, Kobe, Increases Its Accommodations for its Guests New Annex Adds Needed Rooms—New Garage in Connection**

With the completion and formal opening for business of new annex to the Oriental Hotel, Kobe, Manager Kent Clark has increased the facilities by twenty-five per cent. The annex is in the Kobe Building, which is just across the street from the Oriental Hotel. The lower floor is occupied by the Kobe offices of the Toyo Kisen Kaisha, under management of Y. Shimada, while the upper floors have been remodeled into large and comfortable sleeping rooms, every one of which has an outside exposure. These are furnished with the best equipment obtainable and afford a much needed addition to the hotel, which has been taxed beyond its capacity for the past three years. This is quite natural as the Oriental is accepted as the most up-to-date hostelry in Japan. Its table is so good that many travelers pronounce it the peer of any American hotel and its location is so central that naturally everyone wants to be there. In addition to this it has its wonderful Filipino orchestra providing real jazz music for the numerous dances held there, as well as at tea and dinner time. It has its own ball-room, banquet room and theatre on the roof, as well as a delightful roof garden from

which a magnificent view of the harbor, the city and the mountains is obtained and these places are deservedly popular.

Since the opening of the new annex another innovation has been provided, this time blazing the way in all Japan. This is the construction of a commodious and practically fire-proof garage in the big strong brick building just behind the annex. It will accommodate twenty-five cars and Manager Clark being a pioneer automobile enthusiast has installed all the conveniences of an up-to-date garage and repair shop. It has its repair pit, wash rack and machine shop, as well as individual stalls for Kobe residents, and

transient cars. Oriental Hotel has four cars and a baggage truck in the motor equipment. This includes a Hudson touring car and a Hudson limousine and two Studebaker six-cylinder touring cars. The new garage has the only free air service in Japan (a most desirable convenience), gasoline service pump directly on the street, and electric generator for recharging batteries. It also carries a full stock of Goodyear tires and is the Kobe agency for Packard motor cars.

The opening of the garage puts Kobe farther ahead in this particular than any city in Japan and is in line with the progressive policy of the Oriental Hotel management.

The new annex has done much to relieve the great congestion and is a valuable addition to Kobe's hotel accommodations.

### **PROMINENT TRAVELERS IN THE ORIENT**

On a pleasure tour that will include Japan, China and the Philippines, were Mrs. E. Vorster, son and daughter, of New York. They are prominently connected in business and social circles. Another party en route to the Orient on the Tenyo Maru, whence they will continue a leisurely journey around the world, was that of Mr. and Mrs. J. F. Elliott, retired capitalist of Courtland, California. In the group with them were D. J. Elliott, Mr. and Mrs. D. H. Osborn and Miss Dore E. Mackay.

"Tourists are cordially invited to attend our daily flower show"

**PODESTA &  
BALDOCCHI**  
Florists

Mail or Telegraphic Orders Most  
Carefully Executed  
**224-226 GRANT AVE.**  
San Francisco

**THE FIREMAN'S FUND**  
is in the front rank  
in fire, marine and  
automobile insurance.



## PERSONAL MENTION

(Continued from page 44)

Passengers on the Siberia Maru were surprised and pleased to find the ship in command of Captain H. Nagano, Captain Totaka being on shore leave.

He is one of the "old-timers" on the Pacific, although he is only forty-three years old, having crossed the Western ocean one hundred and fifteen times. He has been commander of the Shinyo Maru, the Persia Maru and the Nippon Maru, sailed three years in a Scotch sailing ship, crossed the Pacific many times on an American ship and was commander of a transport in the Russian-Japanese war fifteen years ago.

Another new face on the ship was H. O. Dunblane, who is chief steward. Dunblane has been on the Pacific for many years and is well known to all experienced trans-Pacific travelers.

Girdling the globe in order to reach their homes in Petrograd and arriving in San Francisco on the Tenyo Maru were Lieut.-Gen. C. V. Sakharov and Colonel A. Vorobieff. These officers were with the Kolchak army during its campaign and also served against the Germans during the early part of the war.

Gus Binder, popular bachelor and bon vivant of Yokohama, who has been in America for the past six months, returned to Japan on the Siberia Maru. Judging from the number of people on the dock to see him off, "Gus" was extremely busy making new friends while "on leave."

H. M. Pitts, prominent merchant of Manila, returned home on the Tenyo Maru after several months in America. This is his seventh voyage on the Tenyo Maru and twelfth on Toyo Kisen Kaisha ships.

R. Calvert Haws of New York, editor of the magazine *Successful Banking* and well-known writer on financial subjects, sailed for the Orient on the Tenyo Maru. He was accompanied by Mrs. Haws and will investigate financial conditions in Japan and China, securing material for a series of articles on these topics. Haws carried letters of introduction to many well-known bankers and financiers and the printed result of his investigations will prove interesting.

After an extended tour across America to New York and return, which included the principal cities of the United States, C. Yoshioka, of the

passenger department of the Toyo Kisen Kaisha, Yokohama, returned home on the Tenyo Maru. His visit is in line with the general policy of the company in sending its representatives abroad in order to study travel conditions at first hand.

Transferred from San Francisco to take over the Shanghai office of his firm, James C. H. Ferguson, of Gaston, Williams & Wigmore, sailed on the Tenyo Maru. He expects to be away six or eight months. Mrs. Ferguson accompanied him.

Eleanor Haber, well-known comedienne and monologist, sailed for the Far East on the Tenyo Maru. She was doing work in France during the war and went to Japan to fill a number of engagements. She expects to continue her tour, making a complete circuit of the world.

Rev. C. D. Harris, who is also editor of a religious paper and writer for a syndicate of religious publications, was a passenger on the Tenyo Maru. He went to attend the International Sunday School Convention and plans to write a series of articles giving his impressions of the places visited.

## LIGHT

That Dark Corner  
Or Yard With An

### ACETYLENE FLARE LIGHT

We carry them in  
stock in San Francisco,  
Cal.

ALSO

Safety Appliances

### OXY-ACETYLENE APPARATUS

AT FACTORY  
PRICES

Write for our full  
Catalogue Dept. "J"



E. D. BULLARD

266 Market St. San Francisco, Cal.

# Colonel

## The Colonel says:

Real worth is found in the Colonel Ball and that is why it has been so universally adopted by good golfers as reliable in flight, true in putting, and durable in use.

### COLONEL GOLF BALLS

\$1.00 Each. \$12.00 Per Doz.

In the familiar Meshed Marking or the popular new Dimpled Marking.

### ST. MUNGO MFG. CO., OF AMERICA

121-123 Sylvan Avenue,  
Newark, N. J.

New York, 36 Warren St. Boston, 143 Federal St.  
Philadelphia, 1101 Market St. Chicago, 36 S. State St.  
San Francisco, 46 Kearny St.

BALL SIZE  
NON-FLOATER



# HOTELS

## IN JAPAN & MANCHURIA



### Members of JAPAN HOTEL ASSOCIATION

RATES FOR AVERAGE SINGLE ROOMS WITHOUT BATH (Meals Included)

Y 12 - 18 in cities, etc.

Y 8 - 10 in country districts.

#### IN JAPAN PROPER

CHUZENJI (NIKKO):—  
LAKEBIDE HOTEL

KAMAKURA:—  
KAHIN HOTEL

KARUIZAWA:—  
MIKABA HOTEL

KOBE:—  
ORIENTAL HOTEL  
TOR HOTEL

KYOTO:—  
KYOTO HOTEL  
MIYAKO HOTEL

MATSUSHIMA:—  
PARK HOTEL

MIYAJIMA:—  
MIYAJIMA HOTEL

MIYANOSHITA:—  
FUJIYA HOTEL

NARA:—  
NARA HOTEL

NIKKO:—  
KANAYA HOTEL  
NIKKO HOTEL

OSAKA:—  
OSAKA HOTEL

SHIMONOSEKI:—  
SAN-YO HOTEL

SHIZUOKA:—  
DAITOKWAN HOTEL

TOKYO:—  
IMPERIAL HOTEL  
TOKYO STATION HOTEL  
TSUKIJI SEIVOKEN HOTEL

YOKOHAMA:—  
GRAND HOTEL

#### IN TAIWAN (FORMOSA)

TAIHOKU:—  
TAIWAN RAILWAY HOTEL

#### IN CHOSEN

KEIJO (SEOUL):—  
CHOSEN HOTEL

FUSAN:—  
FUSAN STATION HOTEL

SHINGISHU:—  
SHINGISHU STATION HOTEL

#### IN MANCHURIA

CHANGCHUN:—  
YAMATO HOTEL

DAIREN:—  
YAMATO HOTEL

HOSHIGAUARA:—  
YAMATO HOTEL

HOTEN (MUKDEN):—  
YAMATO HOTEL

RYOJUN (PORT ARTHUR):—  
YAMATO HOTEL

Apply for literature and information to "JAPAN," A Handy Guide Book Distributed Free! Offices of JAPAN TOURIST BUREAU, Tokyo, Yokohama, Kobe, Nagasaki, etc. Offices of THOS. COOK & SON, SECRETARY OF THE ASSN., % Traffic Bureau, Dept. of Rlys., Tokyo.



# TOBACCO CULTURE IN CHINA

(Continued from page 50)

powder and carefully mixed with the poorest tobacco.

It is simply a matter of selection: that selected as p'i si has more care and labor bestowed upon it than that given to t'iao si. The higher price is paid not for better tobacco, but for the labor expended on the different leaves. For example, the workman who planes the p'i si brand is paid 33 cash for planing 10 ounces, while his fellow-laborer who works as ardently planing t'iao si, only receives 16 cash for 10 ounces. The simple difference between one blend, brand, grade, or mixture, is that of selection, labor and adulteration. P'i si is known as the finest mixture. The poorest is t'iao si.

## The Workman at Home

An ordinary warehouse is arranged on the following plan: the retail department is at the main entrance; immediately behind this is a large spacious kitchen. Although the men are paid for what they do the master usually feeds his workmen, that is, supplies their rice, the men secure their own vegetables. In one of the places we visited there were over 100 men. Three meals are provided per

day and half a picul of rice is prepared for each meal.

Passing from the kitchen we came into the pressing department with its huge unwieldy presses. Here wedges were being driven in with terrific force and the weed was pressed into firm, compact blocks. From the presses we passed into the large planing department. Close on 70 men were busily engaged planing slowly and laboriously at their respective blocks of tobacco. The men were poorly clad and their scanty garments were saturated with tobacco dust. Each planer provides himself with his own plane and this acts as his one and only credential as a worker in the manufacture of tobacco. Many of the planes were provided with good American steel blades; the men took some delight in showing us the foreign lettering on them. They had also Chinese-made blades, but they found them unsatisfactory. Foreign steel retains its edge much longer than native steel.

Darkness came on before we had completed our visit and we had the advantage of seeing the warehouse lighted up for night work. The planers are provided with strong, clean, well-trimmed lamps. To complete their outfit they have a small

J  
A  
P  
A  
N



## Dress Up

When You Get to California

Our designers "Know How" to produce clothes up to the latest decrees of New York and London Fashions.

Phone us when you get to your Hotel in San Francisco and we will submit samples of the Latest Woolens and Styles in Men's Dress to fit you out correctly—upon short notice.

Satisfaction or money back.

**OHLSON & HOLMES**  
TAILORS

Successors to H. S. Bridge & Co.  
French Bank Bldg. 110 Sutter St.

SAN FRANCISCO  
Established 1885

THE

## Yokohama Specie Bank, Ltd.

"Commercial"

HEAD OFFICE: YOKOHAMA, JAPAN

ESTABLISHED 1880

Capital Subscribed.....	Yen 100,000,000.00
Capital Paid Up.....	Yen 61,000,000.00
Reserve Fund.....	Yen 44,000,000.00

### BRANCHES:

Tokyo, Kobe, Osaka, Shimonoseki, Nagasaki, London, Lyons, Buenos Aires, New York, San Francisco, Los Angeles, Seattle, Honolulu, Bombay, Calcutta, Rangoon, Sourabaya, Sydney, Singapore, Manila, Hongkong, Shanghai, Hankow, Tsingtau, Tsinan, Tientsin, Peking, Newchwang, Dairen, Fengtien, Kai-Yuan, Changchun, Harbin, Vladivostok, Batavia, Rio de Janeiro.

K. KOJIMA.....Manager  
K. TAKATA.....Sub-Manager

San Francisco Office

415 SANSOME STREET

SAN FRANCISCO

Phone Kearny 1396



# THE KOSTER COMPANY

433 CALIFORNIA STREET  
SAN FRANCISCO

AMERICAN & FOREIGN  
DEVELOPMENT

Exporters of

## BARREL SHOOKS

Agents for

CALIFORNIA BARREL CO.  
PEKIN COOPERAGE CO.  
WESTERN COOPERAGE CO.

CABLE ADDRESS:  
"KOSTER"  
ALL CODES

## BAYLE, LACOSTE & CO.

Wholesale and Retail Dealers in  
Tripe, Calves' Heads and Feet, Brains, Tongues,  
Sweetbread, Livers and Ox Tails

California Market  
444 Pine Street

Phones:  
Office, Douglas 3738    Factory, Butchertown 30  
San Francisco, Cal.

## HOPS AND MALT

FROM  
THE LARGEST HOP-GROWERS  
IN THE WORLD

Manufacturers of Choice  
California  
Chevalier and Bay Malt

We grow hops on our own lands in  
the best hop growing districts of  
California, Oregon, Washington and  
British Columbia. Write for samples.

Cable Address—all offices:  
CLEMHORST—all codes

E. Clemens Horst Co.  
San Francisco    New York    London

table and a pair of scales. They weigh their tobacco out on narrow boards, each board containing 10 ounces. These workmen very kindly and patiently explained the five brands of tobacco and gave us a sample of each kind.

### Enormous Taxation

Local revenue on tobacco is collected in the following manner: The number of workmen in a given warehouse is ascertained, and the local revenue officer fixes the revenue per worker engaged in the preparation of tobacco. An employer engaging 10 or 50 workers pays \$2.20 per month for each man. Thus a master employing 100 workmen pays \$220 before the tobacco leaves his warehouse. An average worker will plane 300 catties of tobacco per month. Likin perhaps demands the heaviest toll from the tobaccoist: 25 per cent is paid before the tobacco passes the Jaohow barrier. This is no doubt very heavy, but it has the one advantage of being fixed and definite and to the Chinese merchant this is no small compensation. The amount received annually for likin on tobacco at Jaohow is \$60,000 and those in the business say this is only one-tenth of what is actually received. In passing out of Kiangsi the Maritime Customs charges 50 cents per 100 catties; the charge between Kiukiang and Shanghai is \$1.75 per picul. Compared with the enormous likin charge this is a mere trifle.

Jaohow produces yearly tobacco to the value of \$3,000,000. At its lowest price the leaf formerly was bought for nine dollars per 100 catties, when prepared ready for exportation it is sold in Jaohow for \$80 a picul. Everything considered, there is still a handsome profit made on this indispensable weed!

### Unto the 40th Generation

The manufacture of idols in Chin-tehien, the preparation of camphor at Kian, and the tobacco industry in Jaohow are largely in the hands of Fukienese. In the making of idols and the preparation of camphor and tobacco the men from Fukien are supposed to hold some secret. Lately, however, Kiangsi merchants have entered both the tobacco and camphor trades, though Fukien workmen are still largely used.

There is a city in Fukien well known for its splendid brand of tobacco, and in that city there is a particular family which has manufactured tobacco for forty generations.

## LEVENSON COMPANY

Established 1878

Outlery, Hardware, Hotel Ware, Kitchen Ware  
Tin Ware, Willow Ware, Wooden Ware  
Aluminum Ware, Janitorial Supplies

125-127 MARKET ST., SAN FRANCISCO  
(Formerly Front and Pine Sts.)

## Schweitzer & Co., Inc.

Wholesale Butchers  
and Meat Jobbers

Importers of  
AUSTRALIAN MEATS

136-148 FIFTH STREET  
SAN FRANCISCO

TELEPHONE—SUTTER 626

Established 1871

## Michalitschke Bros. & Co.

The Standard Cigar House

127 FIRST ST.

SAN FRANCISCO

Melville S. Toplitz

F. L. Willekes MacDonald

## MacDONALD & CO.

EXPORT—IMPORT

454 Montgomery Street  
SAN FRANCISCO, CAL.

## Balfour, Guthrie & Co.

MERCHANTS

IMPORTERS AND EXPORTERS

Agents of Harrison Direct Line of Steamers  
to and from European Ports

350 CALIFORNIA ST.

SAN FRANCISCO

Also

Los Angeles, Cal., Portland, Ore., Seattle and  
Tacoma, Wash., and Vancouver, B. C.

Balfour, Williamson & Co., London, Liverpool  
and New York

Williamson, Balfour & Co., Valparaiso, Chili.

## Petroleum Products Co.

of California

Geo. W. McNEAR, President

Exporters—Gasoline, Kerosene  
Lubricating Oils and Greases

433 CALIFORNIA ST. SAN FRANCISCO, CAL.  
Cable Address: PETROLPROD    All Codes



# SOLVING THE JAPANESE QUESTIONS

(Continued from page 46)

as day from night. For the objects of the initiative bill are as follows:

- (1) Absolute prohibition of land ownership by Japanese.
- (2) Absolute prohibition of leasing of farm land by Japanese.
- (3) Prohibition of the American-born Japanese minor, an American citizen, from acquiring real property, under the guardianship of his or her own parent. To put it another way, the Japanese parent is prohibited from being the guardian to his or her own minor son or daughter acquiring real property.
- (4) Prohibition of the Japanese from becoming a member of, or acquiring any share in, any company or corporation owning farm land.
- (5) The confiscation of real property upon certain prima facie presumptions.

A word in conclusion about the extraordinary increase of farms cultivated by Japanese in the past several years.

It is true that acreage cultivated by the Japanese has increased considerably in the past ten years. If we study the situation carefully, it will be found that this increase was due to the extraordinary condition created by the war. The world war enhanced the price of food products, which proved a great incentive for enterprise on the part of all farmers. When the Food Administration and the Department of Agriculture encouraged and enjoined the farmers to do their utmost in the production of food materials, the Japanese considered it a patriotic duty to respond to their call. The Japanese, having lived under an efficient, though somewhat bureaucratic, government in their native country, had been trained to respect and obey the call of the government. When appeal after appeal was issued by the Federal and State governments for the increase of food products, the Japanese in California were behind none in turning to the plow. I personally know of a number of Japanese who, with no experience in agriculture, ventured to take up abandoned fields and sow them to grain. Such Japanese of course lost heavily, for the output per acre was naturally meager. And yet all such ventures stimulated by the war contributed to the increase of acreage cultivated by the Japanese. And there was no doubt that such enterprises were appreciated by the governmental bodies immediately concerned in the increase of food

## International Banking Corporation

Capital and Surplus: \$10,000,000 - - Undivided Profits: \$3,200,000

Owned by The National City Bank of New York

HEAD OFFICE: 60 WALL STREET, NEW YORK

San Francisco Office: 232 Montgomery St.

London Office: 36 Bishopsgate, E. C.

Lyons Office:

27 Place Tolozan

### BRANCHES

#### CHINA

Canton  
Hankow  
Harbin  
Hongkong  
Peking  
Shanghai  
Tientsin  
Tsingtao

#### JAPAN

Kobe  
Yokohama

#### DOMINICAN REPUBLIC

Barahona  
Puerto Plata  
San Pedro de Macoris  
Sanchez  
Santiago  
Santo Domingo

#### INDIA

Bombay  
Calcutta  
Rangoon

#### JAVA

Batavia  
Sourabaya

#### PANAMA

Colon  
Panama

#### PHILIPPINE ISLANDS

Cebu  
Manila

#### STRAITS SETTLEMENTS

Singapore

### BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK

#### ARGENTINA

Buenos Aires  
Once (Buenos Aires)  
Rosario

#### BELGIUM

Antwerp  
Brussels

#### BRAZIL

Bahia  
Pernambuco  
Porto Alegre  
Rio de Janeiro  
Santos  
Sao Paulo

#### CHILE

Santiago  
Valparaiso

#### COLOMBIA

Barranquilla  
Bogota  
Medellin

#### CUBA

Havana and 22 other cities in Cuba

#### ITALY

Genoa

#### PERU

Lima

#### PORTO RICO

Ponce  
San Juan

#### RUSSIA

Moscow  
Petrograd

#### SOUTH AFRICA

Cape Town

#### SPAIN

Barcelona  
Madrid

#### TRINIDAD

Port of Spain

#### URUGUAY

Montevideo  
Calle Rondeau (Montevideo)

#### VENEZUELA

Caracas  
Ciudad Bolivar  
Maracalbo

## American Trading Company

NEW YORK — SAN FRANCISCO — TACOMA  
LONDON — SYDNEY

YOKOHAMA—TOKIO—KOBE—FUSAN—SHANGHAI  
BUENOS AIRES—RIO de JANEIRO—HAVANA  
MARTINIQUE

EXPORTERS, IMPORTERS AND SHIPPERS OF

**GENERAL  
MERCHANDISE**

The Export World and Herald

Published by

American Trading Company

25 BROAD ST., NEW YORK

ASK US FOR SAMPLE COPY AND ADVERTISING RATES



H. H. HENRIOT, President  
H. T. FROST, Secretary  
J. A. McEWEN, Vice-President  
**The Johnson Locke Mercantile Co.**  
Import and Export Factors  
**RICE, OILS, PEANUTS, BEANS, ETC.**  
Kobe, Yokohama, Hongkong  
No. 1 Drumm Street San Francisco

J. ESCALLE J. DOASSANS  
**J. DOASSANS & CO.**  
PORK PACKERS  
Cheapest Kinds of Sausages, Hams, Bacon, etc.  
Club House and French Sausages a Specialty  
STALLS NOS. 88 TO 90  
CALIFORNIA MARKET  
Phone: Sutter 4870 - 4871 San Francisco, Cal.

**Griffith-Durney Company**  
San Francisco, California  
Canned Foods and Leading  
Salmon Handlers

**Charles L. Goetting & Co.**  
Dealers in  
Domestic and Tropical Fruits & Produce  
**California Market**  
Phone Douglas 3761  
SAN FRANCISCO

P. O. BOX 2175  
**A. PALADINI**  
Wholesale and Retail FISH DEALER  
Fresh, Salt, Smoked, Pickled and Dried Fish  
540-554 Clay St.,  
San Francisco

**J. & R. WILSON, Inc.**  
Wholesale Ship Chandlers, Wholesale Ship  
Provision Dealers, Wholesale Engine Supplies  
Lion Patent Metallic Packings, Beldams Patent  
Metallic Packings, Gladiator High and Low Pressure  
Asbestos Packing, Federal Anti-Corrosive and Anti-  
Fouling Paints, Best Coating for Bottoms of Iron and  
Steel Vessels, Federal Copper Paint—Best Coating  
for Wooden Vessels, Briggs Bituminous Solution  
Paint—Best Iron Paint to Stop Corrosion.  
127-135 STEUART ST., SAN FRANCISCO, CALIF.

Main Office, 60 Yamashita Cho, Yokohama, Japan  
New York Office, 100-102 W. 32nd St., New York, N.Y.  
**NIPPON DRY GOODS CO.**  
Manufacturers & Importers of  
JAPANESE GOODS  
Pine and Front Streets : Phone Sutter 696  
SAN FRANCISCO, CAL.

**Pacific Orient Co.**  
Established 1901  
EXPORT — IMPORT  
16 California St., San Francisco, Cal.  
Cable Address: COWEN All Codes

materials. Now that the war is over, the Japanese are condemned for what they had done in response to the call of the government under the pressure of the war. Without such condemnations, the total acreage cultivated by Japanese is, I am sure, bound to decline as soon as the economic condition of the world recovers its equilibrium.

#### CAN THIS BE TODAY? YES, IT IS!

The following tale of village life in China, the theft of oxen from the villagers, the discovery and capture of the thief, his sentence, after which he was given a feast, then shot and buried, is taken from a recent *Canton Times*.

"Patriarchal government still has its place in Canton. In Ha Tong, a little village just north of Canton City, one Tsao Ah Sum was very wicked. He had stolen many an ox, fifteen in all, his fellow-villagers say. The last crime was committed more than a month ago. Like other persons who have done wrong, he escaped from his village; but he was caught just the same, as every villager is a detective and policeman, so far as village affairs are concerned. Of course, Tsao Ah Sum had to face trial before the elders of three villages, as he had committed crimes against victims not only in his own village but also in other places. To steal an ox is a capital crime, as far as village law goes, since the people exist on rice and the oxen help farmers to till the land. Therefore, an ox is a useful and sacred animal, consequently old folks would not taste beef. Tsao Ah Sum was tried and found guilty. He was given the maximum penalty, namely, to be buried alive. On the day of the execution of the sentence, the village watchman beat the gongs, and all the young men of the village gathered around a rectangle eight feet deep. Before Tsao Ah Sum was invited to make his resting place in the hole, he was feasted with wine and meat, while the elders performed sacrifices for the benefit of his soul, although duty compelled them to sever their relations with an ox thief. The rite being ended, two watchmen lowered Tsao Ah Sum into the hole, head downward and while all the young men and spectators shouted, the watchman of another village shot at the convict with a native gun loaded with shots which pierced the body of the victim in numerous places. The last chapter of the life of Tsao Ah Sum was written when all present rushed to the tomb to help throw dirt over his body and set up a monument with the inscription, 'Tsao Ah Sum, the Ox Thief, is Buried Here.'"



**"BEAR BRAND"**  
California Oak Bark  
**SOLE LEATHER**  
**KULLMAN, SALZ & CO.,**  
Incorporated  
603 Wells Fargo Building  
San Francisco, Calif., U. S. A.  
Cable Address "Kulmansals"

Phone Kearny 3117

**A. N. NELSON & CO.**  
Exporters, Importers and Wholesalers  
BUTTER, EGGS, CHEESE, PROVISIONS,  
SHIP SUPPLIES, CANNED GOODS, SALT, SALT FISH, ETC.

87-89 Clay Street San Francisco

J. W. LEGGETT B. O. BREMER  
**MATTOON & CO.**  
Custom House Brokers and  
Forwarding Agents  
516 Battery Street  
San Francisco, Cal.  
Phone Sutter 374

**Dodge, Sweeney & Co.**  
Groceries, Dairy Produce  
Provisions  
Sunkist—Brownie—F. F. C.  
Brands Canned Fruits  
and Vegetables  
STREAMERS, SHIPS AND EXPEDITIONS  
Supplied Completely  
36 to 48 Spear St.  
San Francisco



**EDITORIAL**  
(Continued from page 29)

**Trans-Pacific Passenger Rates**

Trans-Pacific passenger fares from all American ports were increased on September 15th. This was demanded by the constantly rising costs of operation, which have increased from 150 to 250 per cent in the past five years. Even with the present increase the rates in effect on the San Francisco Orient lines via Honolulu are lower, distance and time considered, than on any other important trade routes.

Toyo Kisen Kaisha ships consume 17 days on the outward voyage, including the one-day stop at Honolulu, and 16 days on the return—the difference being in the direction traveled.

At the new rate of \$300 to Yokohama this is only \$17.65 per day, which is very moderate cost for transportation, service, room and meals, equal to those of the best first-class American plan hotels ashore. To this is added entertainment of various kinds, without additional cost, orchestra concerts, dances, deck sports, swimming tanks, amateur dramatics, wrestling, and moving picture shows.

All this considered, one can still actually live better and at a less cost on shipboard during the time of the voyage than is possible at the average first-class hotel ashore.

This is even cheaper at the increased fare to Hongkong via Honolulu, which is now \$375. On Toyo Kisen Kaisha ships the time consumed on this trip is about as follows: San Francisco to Yokohama, 17 days, with one day ashore at Honolulu; ship's stay at Yokohama usually 3 days; at sea, Yokohama to Kobe, 1 day; ship's layover at Kobe, 1 day; at sea, Kobe to Nagasaki, 1 day; layover Nagasaki, 1 day; at sea, Nagasaki to Manila, 4 days; layover at Manila, 2 days; at sea, Manila to Hongkong, 2 days, making a total time consumed to Hongkong via Manila (the usual route) of 32 days, or an average expense of \$11.72 per day. Even when the ship is at dock, such as at Yokohama, Kobe, Nagasaki and Manila, the same table service is maintained at no increased cost to passengers. And as the docks in all these places are close to the heart of town, through passengers go and come from the ship the same as they would from a hotel.

Compared to the rates charged on other routes with shorter time and distance, these fares are remarkably reasonable, and maintain the place of the trans-Pacific voyage as "the wonder journey of the world, along the Pathway of the Sun."

**Marine Insurance**  
**You Can Insure Your Baggage**  
**on Sea and Land**  
**Against Fire and Theft and all**  
**the perils of Navigation**  
**and Transportation**  
**AETNA INSURANCE**  
**COMPANY**  
325 California St., San Francisco  
Castle & Cooke Ltd., Agents, Honolulu  
Settling Agents in all parts of the world

**JOHNSON & HIGGINS**  
**Insurance Exchange Building,**  
**San Francisco**  
**FIRE**  
**MARINE**  
**LIABILITY**  
**INSURANCE BROKERS**  
**and**  
**AVERAGE ADJUSTERS**

Phone Kearny 2498  
**WM. H. THORNLEY**  
CUSTOM HOUSE BROKER  
AND FORWARDING AGENT  
500 BATTERY ST. SAN FRANCISCO

**H. N. Cook Belting Co.**  
MANUFACTURERS  
**LEATHER BELTING**  
SAN FRANCISCO, U. S. A.  
Correspondence in Spanish and Russian

**William Cluff Company,**  
INC.  
SAN FRANCISCO, CALIF.  
**IMPORTERS EXPORTERS**  
Manufacturers and Cannery  
Exclusive Representatives  
Canned Fruit, Canned Vegetables  
Groceries and Provisions, Shoes  
Rubber Sundries, Hardware, Chemicals  
**GENERAL MERCHANDISE**  
FOREIGN OFFICES  
Shanghai, China Manila, P. I.

Established 1850  
**LANGLEY & MICHAELS COMPANY**  
Importers and Wholesale  
**DRUGGISTS**  
Druggists Sundries, Glassware, Pharmaceutical  
Preparations, Soda Fountains and Supplies  
**MANUFACTURERS OF**  
**HYDROGEN PEROXIDE**  
42-60 First Street 11-21 Stevenson Street  
SAN FRANCISCO

Phone Douglas 3498.  
**W. S. ALEXANDER**  
General Insurance and Merchandise Brokers  
Contract and Surety Bonds  
Burglary and Accident Insurance  
Automobile Policies and Customs Contracts  
525 Market Street San Francisco

Cable Address: Western Union  
BLISS, San Francisco Telegraph Code  
**Geo. Herrmann Company**  
Hops in Bales and Cases  
Anhydrous Ammonia Aqua Ammonia 28°  
Solvay 75% Calcium Chloride, Solid and  
Granulated  
300 FRONT ST. SAN FRANCISCO, CAL.

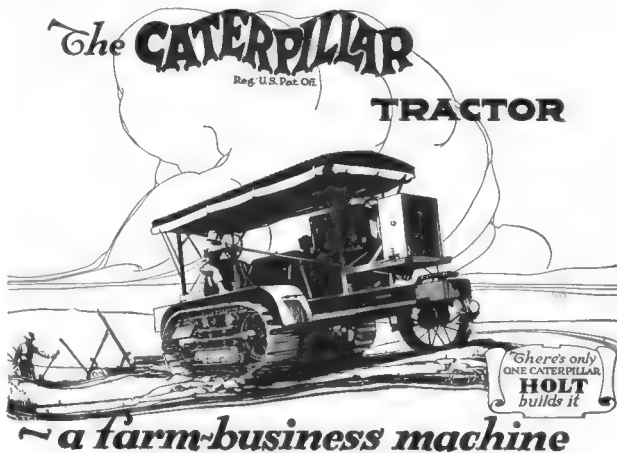
**O'Brien, Spotorno & Mitchell**  
Wholesale and Retail Dealers in  
**POULTRY, GAME and DAIRY PRODUCE**  
Agents for CANTEL Cheeses  
**CALIFORNIA MARKET**  
California St. bet. Montgomery and Kearny  
**San Francisco, California**  
Telephone Douglas 3622  
Connecting all Departments

**W. M. DuVal & Co.**  
**IMPORTERS AND EXPORTERS**  
112 Market Street  
SAN FRANCISCO, CAL.  
Cable Address: "DuVal"—All Codes

**S. L. JONES & CO.**  
INCORPORATED  
Established 1849  
**IMPORTERS AND EXPORTERS**  
Corresponding with every country in the World  
HEAD OFFICE  
138-140 CALIFORNIA ST., SAN FRANCISCO  
Branches: New York, Portland, Seattle  
Hongkong, Shanghai, Kobe

**GARCIA & MAGGINI CO.**  
**PACKERS AND SHIPPERS**  
DRIED AND GREEN FRUITS AND VEGE-  
TABLES, NUTS, DATES, HONEY  
BEANS, ETC.  
302 to 324 Drumm Street  
SAN FRANCISCO CALIFORNIA





Built into every "Caterpillar" Tractor is a big, sound farming-business principle: lowest cost per working hour.

To the manufacturer this principle demands the construction of the very best, the most efficient machine manufacturing skill can produce—a machine accurate to a hair's breadth in every detail—one that stands up under the heaviest work any tractor can be called upon to perform.

To you this principle means that the "Caterpillar" Tractor will pay back in shortest time every dollar you invest in it. It is a farming-business proposition pure and simple. It enables you to

plow better and more economically; it enables you to cultivate better and more economically; it enables you to harvest better and more economically.

"Caterpillar" Tractor owners all over the world have proved the truth of these statements. The "Caterpillar" Tractor's record in war and in peace is a story of exceptional performance at lowest cost per working hour.

If you are interested in cutting down your farming expenses by modern tractor methods—write today for the story of the "Caterpillar" Tractor so that you can judge for yourself.

## THE HOLT MANUFACTURING COMPANY

San Francisco

STOCKTON, CALIF.

PEORIA, ILL.

Los Angeles

MITSUBI & CO., Ltd.

Japan, Formosa, Korea and Manchuria

PACIFIC COMMERCIAL CO.

Philippine Islands

THE DAVIS COMPANY, Ltd.

Singapore and Dutch East Indies

## Interesting Facts About Formosa Sugar

The Formosa sugar mills operate chiefly from February to June, sometimes even longer, with only short interruptions necessary for the inspection and repair of machinery. The great rainy season is always avoided, as the quality of the saccharose is then poor.

It is generally reckoned that the cane is ripe in fourteen months, but it is often allowed to stand sixteen to eighteen months in the fields according to the circumstances of the season, by which the ripeness of the cane is determined.

At present the planting takes place chiefly in January and June. In contrast to Java, the fields here remain under continuous cultivation for several years. As stated several crops can be obtained from the same cane, as many as five crops.

After five years there must be a replanting and from this planting three harvests can be cut. Therefore the fields are usually allowed to lie fallow for one year. Dykes are made around them so that in the rainy season they stand completely under water. This method is considered to be the best, but the fields are often kept under cultivation for a longer period.

Bourbon cane is grown in Formosa and this type of variety seems to flourish best under the conditions.

The percentage of sugar obtained from the sap varies from 12 to 14 per cent and generally about 9 per cent of the weight of the cane is obtained in sugar.

By the process of crushing about 76 to 80 per cent of juice is obtained which contains about 12 to 14 per cent of saccharose, the final product being about 9 to 10 per cent sugar.

Cane obtained per acre, from twenty-five to forty tons. It has run as high as forty-five tons and more to the acre on virgin soil. The amount of sugar recovered runs from two and one-half to three and one-half tons per acre, but where sugar is grown under better cultivation as high as four and one-half tons to the acre.

In relation to the harmless leaf and diseases of Java, they prevail to some extent but without causing any serious damage. From time to time there is trouble with rind diseases here.

## Japanese Cruiser Calls

One of Japan's famous war vessels, the first-class protected cruiser Kasuga, veteran of three engagements in the Russian-Japanese war, was a recent visitor at San Francisco, on its way to Japan from Portland, Me., where its officers and crew participated in the Centennial celebration of Maine's entry into the Union.

Immediately after the vessel dropped anchor at 3:35 p. m. Lieutenant Commander J. M. Doyle, U. S. N., representing Admiral Jayne, Commandant of the Twelfth Naval District, and Major J. G. Ord, representing General Liggett, Commandant of the Ninth Army Corps area, boarded the vessel and paid their respects to Captain Heigo Taroaka. They were followed by a delegation of prominent Japanese, including K. Doi, manager

(Continued on page 65)

G. F. Newell J. H. Marshall  
**Marshall - Newell Supply Co.**  
Incorporated  
ENGINEERS' AND MACHINISTS'  
SUPPLIES AND GENERAL  
HARDWARE  
SPEAR AND MISSION STS.  
Phone Sutter 6585 San Francisco, Cal.

**C. HENRY SMITH**  
SHIPPING AND COMMISSION MERCHANT  
United States Food Administration License No. 0-10438  
211 CALIFORNIA ST. SAN FRANCISCO  
Cable Address: CHENRYTIC  
Codes: Libby's A, B, C, 4th and 5th Edition,  
Western Union and Private  
Bentley's and Scott's

The Home of the **CHICKERING**  
Solmer, Autopiano, Ampico, Foster  
Devesport-Treacy Victrola Records  
**Byron Mauzy** other Pianos  
320 STOCKTON, on Union Square  
San Francisco  
575 14th Street, Oakland

J  
A  
P  
A  
N

## Metropolitan Laundry Co.

For  
**STEAMSHIPS, RAILROADS  
HOTELS, RESTAURANTS  
ALSO FAMILY TRADE**

Telephone Market 2170

**We Have a Parcel Post Service for Out-of-Town  
Customers  
SAN FRANCISCO**

**"The Quality Coffee of America!"**

**M. J. B. COFFEE—WHY?**



**Vacuum Packed in Tins**

Remains Fresh Indefinitely—  
SUITABLE FOR SHIPMENT TO  
ANY PART OF THE WORLD.

First in Flavor—Unsurpassed in Quality  
and Economy. Every Can Guaranteed.

**M. J. Brandenstein & Co.**

655 THIRD STREET

SAN FRANCISCO, CALIF.

Oyster Beds: Shellwater Bay, Wash.; San Lorenzo, S. F. Bay and Hamlet, Tomales Bay, Cal.  
**WEST COAST OYSTER CO.**  
PLANTERS AND WHOLESALE  
DEALERS  
290-292 TEHAMA STREET  
Phone Douglas 1955 San Francisco, Cal.





# Davies, Turner & Co.

**Foreign Freight Contractors and Forwarders**  
**Customs Brokers - Storage - Marine Insurance**

**Special Facilities for Prompt Handling of All  
 Kinds of Foreign Freight**

**Offices in the Principal Ports of the World**  
 NEW YORK, BOSTON, PHILADELPHIA, CHICAGO, ST. LOUIS, CLEVELAND, DETROIT  
 SAN FRANCISCO: 260 CALIFORNIA STREET

Cable Address: SPEDITION, New York, Boston, Philadelphia, Chicago, St. Louis, Cleveland,  
 San Francisco, London, Liverpool, Glasgow, Bristol, Birmingham, Manchester, Paris.

Connecting with  
**DAVIES, TURNER & CO., Ltd.**  
 LONDON, LIVERPOOL, BRISTOL, BIRMINGHAM, GLASGOW,  
 MANCHESTER, PARIS.

Freight Agents  
**MESSAGERIES MARITIMES OF FRANCE**

Freight Agents  
**TOYO KISEN KAISHA**

## JAPANESE CRUISER CALLS

(Continued from page 63)

Toyō Kisen Kaisha, Consul Ohta, Vice-Consul K. Shimosaki, K. Kan-saki, General Secretary Japanese Association of America; J. Saito, Secretary San Francisco Japanese Association, and T. Teijima, manager for Mitsui & Co.

## A NOTABLE LETTER TO RAILROAD EMPLOYEES

President of Southern Pacific Tells Workers of Duties to Public.

(Reprinted from Daily Journal of Commerce)

On the first day of September the Southern Pacific Company, in common with the other railroads of the country, resumes operation upon the basis of what we are able to earn, gross and net, by effective work without the aid of any guarantee from the Government.

We should now realize that the war period with its agitations, uncertainties and perplexities being over, the country looks to each of us to do his duty toward restoring our standards of service. The people expect that the railroads shall be run on the basis of sound organization and effective work, with proper economies; indeed, Congress has so indicated in the Transportation Act of 1920, to which all are now subject.

## Wages Increased

The rates of the carriers have been increased with the object of enabling them to meet their increased costs, and the wages of the employees have been raised to enable them to meet their own increased costs. In return for this it is natural for the people to require every one in the railroad service to work capably and with diligence.

The Company is fortunate in the fact that seniority and fitness have always been the basis of recognition in the service. No railroad can be successful except upon the basis of fitness. While seniority recognizes length of service, the person best fitted for the work is the one who can render the best service.

Every one of us in the railroad business should recognize that the public look to us to give service. The public look to the officers to maintain a vigorous working organization, and to the employees to show results for the money spent that will justify a proper pride in their calling as railroad men who do not shirk any part of their duty.

## Loyal Workers Lauded

The war period has passed, and in passing, a word of appreciation is due the efforts of these loyal employees who served the Government during the period of federal control in the

same efficient way they had previously served the company. Now let us settle down for the future, each one of us, to show the public we serve and upon whose good opinion we are dependent, that ours is a compact and vigilant organization of people who realize their responsibilities, are earnest in their work and ambitious to show their fellow citizens what a first-class railroad system can achieve under renewal of private control. Let us handle the business of the public in every department with the serious purpose of doing our best, for all men know by this time that production and business depend largely on transportation for their returns, and if we fail the people they will fail us.

## Asks for Good Will Spirit

I ask for the hearty support of all on the pay rolls of Pacific System, being confident that together we can reach results which will justify the expectations of the public, of the stockholders, and of the Government.

Finally, let us cherish that spirit of good faith and good-will which should always exist among men in the same organization, and engaged in a common service which touches the well-being of all of our fellow-citizens.

WILLIAM SPOULE,  
President.

## MARINE ELECTRIC COMPANY

Electric Installations  
Armature Winding, Supplies  
and Repairs, Marine Generators, Search Lights, etc.

195 FREMONT ST. SAN FRANCISCO, CAL.

## McCabe, Hamilton &amp; Renny Co., Ltd.

## Stevedores

Ships' Mail in Our Care Promptly  
Delivered

## HONOLULU, T. H.

Cable Address:

Watkins, Scott's, 9th ed. A-1, A. B. C.

Cable Address:

"RENNY"

## Honolulu Dairymen's Association

HONOLULU, T. H.

PURE MILK AND CREAM

We make a specialty of Certified Baby Milk. Give us your order and we will deliver as heard in any quantity. Bring the Cream delivered to refrigerator of steamer.

## The Taikoo Dockyard and Engineering Company of HONGKONG, Limited

Works and General Offices: QUARRY BAY, HONGKONG

General Managers: JOHN SWIRE & SONS, Ltd., 5 Billiter Square, London

Agents in Hongkong, China and Japan: BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

Telegrams: TEMSELOAF, London. TAIKOO DOCK, Hongkong

Engineers  
Boiler Makers  
Repairs

Builders  
of all types of  
Passenger  
and Cargo  
Steamers



DRY DOCK  
757 x 86 Feet  
Depth: 34½ Feet

SLIPWAYS  
Capable of Taking  
Steamers up to:  
No. 1, 2700 Tons  
No. 2, 2000 Tons  
No. 3, 2000 Tons

The Building Yard Is Laid Out With Furnaces and Plant Fitted for Building Vessels up to 20,000 Tons

# HONGKONG & WHAMPOA DOCK CO. LIMITED

TELEGRAPHIC ADDRESS:  
"MANIFESTO" HONGKONG

HONGKONG

Codes West: 61: A & C, Fifth Edition:  
Engineering, First and Second Editions:  
Western Union and Maritime

**Dock Owners, Ship Builders**  
**Marine and Land Engineers** **Boiler Makers**  
**Iron and Brass Founders** **Forge Masters, Electricians**



## ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIRS

Masters up-to-date plant operated by our own specially trained workmen under EXPERT-EUROPEAN supervision  
Please Address Enquiries to the Chief Manager, R. M. DYER, B. Sc., M. I. N. A.  
Kowloon Dock, Hongkong

HEAD OFFICE: KOWLOON  
Telephone No. 13 K

TOWN OFFICE: QUEEN'S BUILDING  
Telephone No. 20 Hongkong

## Tales of the Sea Tales of See and Tales of the CCC

### The Log

OF THE CIRCUMNAVIGATORS CLUB  
Advertising Contract Blank and Rates  
upon application

Stories and Articles by Celebrated  
Circumnavigators Covers and Cartoons  
by Circumarteditorsankivell  
Circumbyspecialdispensationlackens  
and Mile. Lagrima Bonafoux

The organ of the Circumnavigators  
Club printed bi-monthly for the  
pleasure of Circumnavigators, and  
those who ought to be.

#### SUBSCRIPTIONS

This side of the C \$1.00  
The other side of the C \$1.50  
Single Copy, 20c  
J. H. BIRCH, Jr., Editor

The Log of the  
Circumnavigators Club  
Burlington, New Jersey, U. S. A.



# THE MITSUI BANK, LTD.

Capital Subscribed . . . . . Y100,000,000.00  
Capital Paid-Up . . . . . Y 60,000,000.00  
Reserve Fund . (July, 1920) Y 24,200,000.00

#### HEAD OFFICE

NO. 1 SURUGA-CHO, NIIHONBASHI-KU, TOKYO

#### BRANCHES:

OTARU, FUKAGAWA (Tokyo), YOKOHAMA, NAGOYA, KYOTO, OSAKA, NISHI (Osaka), KOBE,  
HIROSHIMA, SHIMONOSEKI, MOJI, WAKAMATSU, FUKUOKA,  
NAGASAKI, SHANGHAI

#### FOREIGN AGENTS:

London . . . Barclays Bank Ltd. London Joint City & Midland Bank, Ltd.  
New York . . . The National City Bank of New York. The Chase National Bank. Bankers Trust Co.  
Paris . . . Banque de l'Union Parisienne. Comptoir National d'Escompte de Paris.  
Bombay . . . National Bank of India, Ltd.



**You will like visiting  
Japan for a number of reasons.**

## ***Japanese Government Railways***

Japan is the world's greatest vacationland—a portal to a continent of untold natural resources and great business possibilities—unequaled in her wonderful climate—unique in the evolution of modern history.



Here you will find the East cordially meeting the West and the Old Civilization melting into the New. A social enigma, a political sphinx, an anachronism in one thing or another, to the Western mind, Japan is really as progressive and peace-loving a nation as any that has ever flourished on the face of the earth.

Be your object to seek for health or happiness, profit or 'pleasure, rest or activity, do not miss visiting Japan: she will never dissappoint you. Her scenic beauty will charm you, her special mode of life will interest you, and the character of her people will impress you. Let this year include your trip to Japan!

**Map shows the principal lines of the Imperial Government Railways.**

Imperial Government Railways own a network of 6,200 miles of Thoroughly Equipped Lines, Sleeping and Dining Cars, Frequent Express and Through Trains. English speaking staff on chief Trains and at principal Stations.

**For information and Literature, please apply to Traffic Department, Imperial Government Railways, Tokyo or Offices of the Japan Tourist Bureau, Thos. Cook & Son, etc.**



**KUHARA TRADING CO., Ltd.**

(Kuhara Shoji Kaisha, Ltd.)

**IMPORTERS, EXPORTERS,  
MANUFACTURERS' AGENTS,  
SHIPOWNERS & CHARTERERS****Kohl Building  
SAN FRANCISCO****THE DAIRY FARM, ICE &  
COLD STORAGE CO., Ltd.****Dairy Farmers, Poulterers****Importers of Australian Frozen Beef,  
Mutton, Lamb and Fresh Butter****Manufacturers of  
"CRYSTAL" ICE****Contractors to  
H. B. M'S. ARMY AND NAVY  
2 Lower Albert Road  
HONGKONG**

Telegraphic Address: Milkmaid

**Miyamoto Gomei Kaisha****HEAD OFFICE:****Shimochoja-Machi, Sanchome  
NAGOYA, JAPAN****Manufacturers and Exporters of  
Printed Piece Goods, Strip Fabrics, Cotton Crepes,  
Japanese Towelings, Upholstery, Dry Goods,  
Pongee Silks, Crepe de Chine, and General Goods****Importers of  
Dye Stuffs, Leathers, Chemicals, Fancy Goods,  
Stationery, Tools, Paints, Woolen Piece Goods****CABLE ADDRESS:****"Miyamoto," Nagoya****CODE USED:****Bentley's Complete Phrase  
"A. B. C." 5th Edition**

P. O. Box 852

Telephone 605  
New 2605**Ah Chew Brothers  
Lee Chuck****729 Alakea St., Opp. Gregg Co. Next Door Seamen's  
Institute, near Alakea Wharf****HONOLULU, T. H.****Dealers in****Dry Goods, Groceries, Fruits and Vegetables of all kinds,  
Guaranteed in Good Order****Delivered to any part of the city free of charge****Ships' Supplies a Specialty. Deliveries made on short  
notice, day or night****Y. Takakuwa & Co.****(Limited)****GENERAL AGENTS****Importers, Exporters and  
Commission Merchants****Cable Address: "Takapu," Honolulu  
H O N O L U L U T. H.****Across the Pacific  
Along the Pathway  
of the Sun****On the Fast, Safe, Comfortable and  
Luxurious Steamers of the  
Toyo Kisen Kaisha**

Toyo Kisen Kaisha is the largest steamship company operating between San Francisco, Japan and the Orient. It maintains fast and frequent service across the Pacific, following the "Pathway of the Sun" along the semi-tropic route. This is one of the most delightful ocean voyages in the world, as it carries the passenger through smooth semi-tropic water and the balmy days and nights which permit of life in the open air on the broad decks nearly every hour of the voyage—a fact to be considered by travelers in selecting the route for their trans-Pacific voyage.

The steamers of this line are of the most advanced types, having been built especially for this service with every device for the safety, comfort and pleasure of passengers. The present fleet of the North American line consists of the following:

S. S. "SHINYO MARU"—Triple screw turbine, 21 knots speed, displacement 22,000 tons.

S. S. "TENYO MARU"—Triple screw turbine, 21 knots speed, displacement 22,000 tons.

S. S. "SIBERIA MARU"—Twin screw, 18 knots speed, displacement 20,000 tons.

S. S. "KOREA MARU"—Twin screw, 18 knots speed, displacement 20,000 tons.

S. S. "PERSIA MARU"—Single screw, 15 knots speed, displacement, 9000 tons.

The Tenyo and Shinyo Maru are sister ships of 22,000 tons displacement. They are driven by triple screw turbine engines which account for an utter absence of vibration and can attain a speed of twenty-one knots per hour. These ships are as finely equipped in every detail as the best first-class hotels on shore, and leave nothing to be desired in service or table. The total length of the deck area measures almost a mile, giving ample opportunity for exercise and promenade.

The Korea Maru and Siberia Maru are somewhat smaller than the above mentioned, being of 20,000 tons displacement and are driven by twin screw engines. They were built especially for the trans-Pacific trade and are exceptionally comfortable.

S. S. Persia Maru is of 9,000 tons displacement and is also a popular ship.

Its passenger accommodations are amidships, all rooms being afforded

**South Manchuria  
Railway****MANCHURIA AND  
CHOSEN LINES****Circular and Overland Trips at Greatly  
Reduced Rates.****Tourist Travel  
Off the Beaten Track**

Tourists in the Far East should not miss Manchuria. Through Japan, Chosen (Korea), and Manchuria (or vice versa) is an ideal trip, combining the distinctive characteristics of three unique and profoundly interesting countries.

The Chosen and Manchurian Lines are under the management of the South Manchuria Railway Company. Express trains have been temporarily suspended (except between Fusan and Seoul), but the Ordinary Trains are equal to most American trains, run at least three times a day from each end, and to some of them Sleeping and Dining Cars are attached.

Hotels under the Company's management are established on foreign lines at Seoul (capital of Chosen), Fusan and Shingishu (the two extremities of Chosen), Kongosan (the famous Diamond Mountain of Korea, rivalling Switzerland in scenery), Mukden (ancient capital of China, home of the Manchu Dynasty, noted for Imperial Palaces and Tombs), Changchun (junction for three railways and "key to Manchuria"), Port Arthur (of world-wide fame for its historic sieges and ruined forts), Dairen (one of the greatest commercial cities in the Orient), and Hoshigaura (the finest seaside resort in North China.)

For pictorial guide-books, pamphlets, and further particulars, apply to the Tourist and Ticket Agencies, or direct to the

**South Manchuria Railway Company.****HEAD OFFICE: Dairen.****BRANCH OFFICES: Tokyo, Seoul, Harbin, Kirin, Peking, and Shanghai.****Tel. Add.: "Mantetsu." Codes:  
A.B.C. 5th Ed.; A1; & Lieber's.**



plenty of light and ventilation. All rooms are comfortable.

In addition to these liners a number of freighters are also operated on the North American line, giving a freight service extending from San Francisco to Singapore, by way of Japan, China and Philippine ports.

Another freight service is from Singapore to Havana, Cuba, by way of Japan, China, Honolulu, San Francisco, New Orleans and Havana.

On these lines vessels of the standard 8,800 deadweight ton type are used, which are designed particularly for this trade. These at present are Choyo Maru and Koyo Maru.

#### Toyo Kisen Kaisha Trans-Pacific Service to South America

In connection with the trans-Pacific service to North America, Toyo Kisen Kaisha also operates a line of steamers from Hongkong to Valparaiso (South America), via Moji, Kobe, Yokohama, Honolulu, San Francisco, San Pedro (Los Angeles), Salina Cruz, Balboa (Ancon), Callao, Arica and Iquique. This is the longest regular service in operation by any Japanese steamship line touching American ports.

The steamers on this line are in through round trip service between China and Japan ports and Southern Chile via San Francisco and West coast ports of North and South America. Steamers call at San Pedro on their outward and homeward voyages to the Orient. These steamers are all large and modern and have saloon accommodations.

S. S. "AKYO MARU"—The Ayo Maru was built at the Mitsubishi Dockyard and Engine Works, Nagasaki, and has a displacement of 18,500 tons. It is 466 feet in length, 58 feet in breadth, with a depth of 38 feet. The Ayo Maru has accommodations for first, second and third-class passengers.

S. S. "KIYO MARU"—This steamer is of 17,290 tons displacement. It was built in the Mitsubishi Dockyard and Engine Works at Nagasaki. It is 470 feet long, 55 feet beam and 31 feet in depth. There are accommodations for a limited number of first-class passengers and for a large number of second and third-class.

S. S. "SEIYO MARU"—This vessel is 14,000 tons displacement and was built by Russell & Company, Port Glasgow. It has accommodations for first, second and third-class passengers. It is 404 feet in length, with a breadth of 52 feet.

In addition to these, eleven new vessels are now under construction, for delivery before December 31, 1920. Of these three will be as large as the Ayo Maru but better equipped for both passengers and freight. The eight others will be of the standard 8,800 deadweight ton type, the same as the Choyo Maru and Koyo Maru.

With these steamers in service, the South American line will be the best equipped steamer line in that trade.

The headquarters of the Toyo Kisen Kaisha is at Tokyo, the general offices at Yokohama, with branch offices in the leading Oriental ports. The office in San Francisco is at 625 Market street and in New York at 165 Broadway.

# KIRIN BEER

Japan's  
Foremost  
Brew

Obtainable on  
all ships of the  
Toyo Kisen  
Kaisha



SOLE AGENTS  
MEIDI-YA CO., Ltd.

# SUZUKI & CO.

FOUNDED 1877

IMPORT and EXPORT MERCHANTS  
Manufacturers' and Shipowners' Managers

HEAD OFFICE: KOBE, JAPAN

SAN FRANCISCO, 310 Sansome St.  
SEATTLE, - 400 Colman Building  
NEW YORK, - 220 Broadway  
FORT WORTH, TEX., 507 So. Main St.

#### OTHER BRANCH OFFICES:

London  
Fort Worth  
Sydney  
Hamburg

Bombay  
Calcutta  
Singapore  
Sourabaya

Shanghai  
Hongkong  
Tsingtao  
Hankow

Tientsin  
Dairen  
Vladivostok

and throughout Japan, Manchuria and Chosen

Correspondents at all the Principal Cities Throughout the World.



Toyo Kisen Kaisha S. S. Shinyo Maru Leaving Kobe Harbor

A LIST OF AGENTS AND REPRESENTATIVES OF

# TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP CO.)  
IMPERIAL JAPANESE AND UNITED STATES MAIL LINE

"THE PATHWAY OF THE SUN"

## From San Francisco to Japan, China Philippines and the Far East

For Information Regarding Passage and Freight Address any of the Following:

**TOYO KISEN KAISHA** maintains agents in the principal cities of the world, thus enabling travelers to secure definite information regarding rates and sailings at all times. The full list of these representatives is given below, and they will be glad to give any service in their power to those who request their assistance. As these men are all recognized authorities on travel matters, travelers will find it to their advantage to avail themselves of their service and advice whether their plans are for the transpacific journey or for travel in America or any other country in the world.

**TOYO KISEN KAISHA**  
Head Office: Tokyo, Japan  
General Office: Yokohama

San Francisco Office:  
**Fourth Floor, Merchants National Bank Building,**

New York Office: 145 Broadway  
Chicago Office: 58 E. Washington

**AGENTS IN THE UNITED STATES, CANADA  
AND MEXICO**

**Albany, Ohio**  
Firestone Park Trust & Savings Bank.  
C. D. Honold, Union Passenger Depot.

**Atlanta, Ga.**  
Cunard Line, 58 North Forsyth St.  
D. Ashbury, Gen. Agent, Southern Pacific Co.,  
219 Healy Bldg.

**Baltimore, Md.**  
Cunard Line, 127 E. Baltimore St.  
Am. Express Co., 19 E. Baltimore St.  
W. B. Johnson, Gen. Agent, Southern Pacific Co.,  
402 Hartman Bldg.

**Birmingham, Ala.**  
S. J. Brown, Gen. Agent, Southern Pacific Co.,  
3 Woolworth Bldg.

**Boston, Mass.**  
Cunard Line, 125 State St.  
Thomas Cook & Son, 335 Washington St.  
Wm. H. Evans S. S. and Tourist Agency, 10 Corn-  
wall St.  
Raymond & Whitcomb 22 Beacon St.  
Maxwell's Tours, 245 Washington St.  
Am. Express Co., 48 Franklin St.

J. H. Glynn, Gen. Agent, Southern Pacific Co.,  
22 Mt. St.  
Willard Massey, Gen. Agent, Union Pacific Co.,  
207 Old South Bldg.  
S. S. St. John, D. P. A., Santa Fe, 325 Washington St.  
E. C. Paie, G. A., Western Pacific, 450 Old South  
Bldg.

**Buffalo, New York**  
Am. Express Co., Main and Erie St.  
Buffalo Trust Co.  
Cincinnati, Ohio  
American Express Co., 4th and Race Sts.  
F. P. Scott, Gen. Agent, Southern Pacific Co.,  
202 2nd National Bldg.  
W. H. Connor, Gen. Agent, Union Pacific Co.,  
704 Union Central Bldg.  
P. G. Burnett, G. A., Santa Fe, 200 Neave Bldg.

**Chicago, Ill.**  
Toyo Kisen Kaisha, 58 E. Washington St.  
Cunard Line, Dearborn and Randolph Bldg.  
Thomas Cook & Son, 117 North Dearborn St.  
Raymond & Whitcomb, 112 South Dearborn St.  
Am. Express Co., 25 West Monroe St.  
Frank E. Scott, Ticket Office, Blackstone Hotel.  
C. E. Keith, 179 W. Jackson Boulevard  
C. I. McPaul, Gen. Agent, Southern Pacific Co.,  
55 W. Jackson Bldg.  
Geo. Bierman, G. A., P. D., Union Pacific Co.,  
55 East Washington St.  
J. H. Morley, H. P. A., Santa Fe, 179 W. Jackson  
St.

**Cleveland, Ohio**  
Toyo Kisen Kaisha, 38 E. Washington St.  
Cunard Line, Hotel Cleveland, Public Square.  
The Colver-Miller Co., 2023 East Ninth St., Cleve-  
land Trust Bldg.  
Akron, Folkman & Lawrence, 733 Euclid Ave.  
Am. Express Co., 268-272 8th St.  
W. H. Benham, Gen. Agent, Union Pacific Co.,  
1015 Euclid Ave.  
P. Palmer, D. P. A., Santa Fe, 405 Bangor Bldg.  
J. H. Harper, G. A., Western Pacific, Bangor Bldg.

**Denver, Colo.**  
E. D. Whitley, Denver R. S. and Tourist Agency.  
E. B. Banks, Gen. Agt., Southern Pacific Co., Den-  
ver Bldg.  
J. P. Hall, D. P. A., Santa Fe, Union Station.  
W. K. Cusidoff, A. G. P. A., Union Pacific Co.,  
15th & California.

**Des Moines, Iowa**  
D. M. Shreck, Gen. Agent, Union Pacific Co., 200  
Fifth St.  
R. Larimer, G. A., Santa Fe, 918 Flynn Bldg.

**Detroit, Mich.**  
Am. Express Co., 11 Fort St. West.  
W. W. Hale, Gen. Agent, Southern Pacific Co.,  
211 Majestic Bldg.  
A. E. Malodin, Gen. Agent, Union Pacific Co.,  
11-17 Lafayette Bldg.  
T. P. Hendry, Gen. Agent, Santa Fe, Free Press  
Bldg.  
H. I. Goodfield, G. A., Western Pacific, 806 C. of C.  
Bldg.

**El Paso, Tex.**  
Southwestern S. S. Agency.  
**El Centro, Cal.**  
Security Commercial & Savings Bank.

**Fort Worth, Texas**  
E. W. Martindell, G. A., Western Pacific, care of  
F. W. & D. C. R.R.

**Grand Junction, Colo.**  
W. J. Krenny, G. A., Western Pacific.  
**Highland Park, Mich.**  
Highland Park State Bank.

**Hot Springs, Ark.**  
Leo Numanville, Mo. Pac. Ticket Office.

**Kansas City, Mo.**  
L. R. Welch, 707 Walnut St.  
Vastic Travel Bureau.

**Hotel Menhiesch.**  
American Express Co., 1125 McGee St.  
H. F. Kemp, Gen. Agent, Southern Pacific Co.,  
Railway Exchange Bldg.  
J. O. Goodell, A. G. P. A., 705 Walnut St.  
Geo. Hagenbuch, D. P. A., Santa Fe, 719 Walnut St.  
E. C. Ransbury, G. A., Western Pacific, 707 Walnut St.

**Los Angeles, Cal.**  
American Express Co., 752 S. Broadway  
Thomas Cook & Son, Hotel Alexandria.  
D. W. Ferguson, 222 South Broadway.  
Equitable S. S. Agency, 1st and Spring Streets

**Memphis, Tenn.**  
H. D. Wilson, 58 North Main St.  
C. C. Bowland, Gen. Agent, Southern Pacific Co.,  
Exchange Bldg.

**Minneapolis, Minn.**  
E. G. Clay, Gen. Agent, Union Pacific Co., 321  
Grand Ave.  
American Express Co., 286 Broadway

**Mississippi, Miss.**  
Cunard Line, Metropolitan Life Bldg.  
Nils Nilen, 127 S. Third St.  
American Express Co., 419 Marquette.  
E. H. Hawley, Gen. Agent, Union Pacific Co., 125  
South Third St.

**Newark, N. J.**  
J. F. Oaffery, Jr., Union Station.



**New York, N. Y.**

Toyo Kisen Kaisha, 165 Broadway.  
The Cunard Line, 21-24 State St.  
Thomas Cook & Son, 561 5th Ave. & 245 Broadway.  
Raymond & Whitcomb, 225 Fifth Ave.  
McCann's Tours, Marbridge Bldg., B'rdw'y at 34th.  
Frank Tourist Co., 398 Broadway and 489 5th Ave.  
Marster's Tours, 1123 Broadway  
Gillespie, Kinports and Beard, 59 W. 37th St.  
Frank C. Clark, Times Building.  
Edwin H. Low's Steamship Agency, 1123 Broadway.  
Am. Express Co., 65 Broadway and 118 W. 39th.  
International Sleeping Car Co., 281 5th Ave.  
Bennett's Travel Bureau, 506 5th Ave.  
W. C. Connor, Jr., G. A., Western Pacific, 1102  
71 Broadway.

**New Orleans, La.—F. J. Orfila, 205 St. Charles St.****Nogales, Ariz.**

T. G. Wright, care of Southern Pacific Co.

**Oakland, Cal.**

Crabtree's Travel Office, 1437 Broadway.

**Ogden, Utah**

Goodman, Thomas Tours Co., 2379 Hudson Ave.

**Omaha, Neb.—Peters Trust Co.**

H. G. Bock, G. A., Western Pacific Co., 704 W. O. W.  
Bldg.

**Philadelphia, Pa.**

Cunard Line, 1300 Walnut St.  
Thomas Cook & Son, 225 South Broad St.  
Raymond & Whitcomb, 1335 Walnut St.  
Am. Express Co., 1127 Chestnut St.  
Bartlett Tours Company, 200 So 13th St.  
F. T. Brooks, Gen. Agent, Southern Pacific Co.,  
1602 Chestnut St.  
F. L. Feakins, Gen. Agent, Union Pacific Co., 8th  
and Chestnut.  
C. C. Dillard, D. P. A., Santa Fe, 1107 Finance Bldg.

**Pittsburg, Pa.**

Cunard Line, 712 Smithfield St.  
Am. Express Co., 909 Liberty Ave.  
G. G. Herring, Gen. Agent, Southern Pacific Co.,  
Chamber of Commerce Bldg.  
John D. Carter, Gen. Agent, Union Pacific Co.,  
5th & Liberty.  
C. H. Beach, D. P. A., Santa Fe, 200 Standard Life  
Ins. Bldg.  
J. T. Neison, G. A., Western Pacific, 311 Park Bldg.

**Portland, Ore.**

Oregon Pacific Co., Wilcox Bldg.  
American Express Co., 6th and Oak Sts.  
W. C. McBride, G. A., Western Pacific, 415 Failing  
Bldg.

**Portland, Me.—Robt. W. Reford Co., Ltd., 198 Middle St.****Redlands, Cal.—First National Bank.****Riverside, Cal.—First National Bank.****San Francisco, Cal.**

Toyo Kisen Kaisha, 625 Market St.

**Seattle, Wash.**

Cunard Line, 116 Cherry St.  
American Express Co., 804 3rd Ave.  
W. H. Olin, A. G. F. & P. D., Union Pacific Co.

**Salt Lake, Utah**

E. A. Shewe, G. A. P. D., Union Pacific Co., 10  
South Main St.

**San Diego, Cal.—J. Don. Dunann, care Pacific S. S. Co.****Spokane, Wash.**

W. R. Skey, D. F. & P. A., Union Passenger Station

**St. Louis, Mo.**

Cunard Line, 1135-1137 Olive St.  
Am. Express Co., 9th and Locust St.  
G. T. Collett, Gen. Agent, Southern Pacific Co.,  
312-N. Sixth St.  
J. L. Carney, Gen. Agent, Union Pacific Co., 611  
Olive St.  
E. H. Dallas, D. P. A., Santa Fe, 296 Arcade Bldg.  
J. L. Hohl, G. A., Western Pacific, Pierce Bldg.

**Tacoma, Wash.**

Wm. Carruthers, D. F. & P. A., Union Pacific Co.  
1301 National Realty Bldg.

**Washington, D. C.**

The Cunard Line, 517 14th St., N. W.  
American Express Co., 1328 F St.

**AGENTS IN CANADA.****Halifax, N. S.**

The Robt. Reford Co., Ltd., Granville & George Sta.

**Montreal, Quebec**

Am. Express Co., 231 St. James St.  
Thomas Cook & Son, 530 S. Catherine St., W.  
The Robt. Reford Co., Ltd., 20 Hospital St.

**Quebec, Que.**

The Robt. Reford Co., Ltd., 103 St. Peters St.

**St. John, N. B.**

The Robt. Reford Co., Ltd.

**Toronto, Ont.**

Melville, Davis S. S. and Tourist Co., Ltd., cor.  
Adelaide and Toronto Sts.  
Thomas Cook & Son, 65 Yonge St.  
The Robt. Reford Co., Ltd., 50 King St., East

**Vancouver, B. C.**

Cunard Line, 622 Hasting St.

**Winnipeg**

Cunard Line, 270 Main St.

**AGENTS IN THE HAWAIIAN ISLANDS.****Honolulu.....Toyo Kisen Kaisha, Alexander Young****Hilo.....C. Brewer & Co.****AGENTS IN CUBA****Havana.....R. Dussaq & Co.****Santiago.....Desiderio Parreno****Cienfuegos.....Cardona & Co.****AGENTS IN MEXICO, CENTRAL AND SOUTH AMERICA****City of Mexico.....Kato & Co.****Salina Cruz, Mex. G. Galicia, Tehuantepec Nat'l Ry. Co.****Balboa, Panama...Panama Agencies Co.****Mollendo, Peru....Mollendo Agency Co.****Montevideo,****Argentine.....American Express Co.****Buenos Aires,****Argentine.....American Express Co.****Lima, Peru.....W. R. Grace & Co.****Callao, Peru.....W. R. Grace & Co.****Arica, Chile.....Arica Agencies.****Iquique, Chile.....Nitrate Agencies.****Valparaiso, Chile...W. R. Grace & Co.****AGENTS IN EUROPE.****London, Eng.....Cunard S. S. Co.**

Am. Express Co., 6 Haymarket, S. W. 1

Thos. Cook & Sons, Ludgate Circus

**Liverpool, Eng.....Cunard S. S. Co.****Amsterdam, Holland, Hoyman & Schurman Booking Agency.****AGENTS IN SOUTH AFRICA.****Johannesburg.....Parry, Leon & Hayhoe, Ltd.****Walvisch Bay.....Parry, Leon & Hayhoe (C. T.), Ltd.****Luderitz.....Parry, Leon & Hayhoe (C. T.), Ltd.****Cape Town.....Parry, Leon & Hayhoe (C. T.), Ltd.****Port Elizabeth.....Parry, Leon & Hayhoe, Ltd.****East London.....Parry, Leon & Hayhoe, Ltd.****Durban.....Parry, Leon & Hayhoe, Ltd.****AGENTS IN AUSTRALIA.****Adelaide.....Burns, Philp & Co., Ltd.**

Mellwraith, MacEacharn & Co., Pro-

prietary, Ltd.

**Brisbane.....Burns, Philp & Co., Ltd.****Melbourne.....Thomas Cook & Son.**

Burns, Philp & Co., Ltd.

Mellwraith, MacEacharn & Co., Pro-

prietary, Ltd.

**Sydney.....Thomas Cook & Son.**

Burns, Philp & Co., Ltd.

**AGENTS IN THE ORIENT.****Amoy.....Douglas, Laorak & Co.****Bangkok.....Anglo Siam Corporation****Batavia.....The Borneo Co., Ltd.****Bombay.....Francis Peek & Co.****Bombay.....Thomas Cook & Son.****Bombay.....Cox's Shipping Agency, Ltd.****Calcutta.....Grindlay & Co.****Calcutta.....Thomas Cook & Son.****Calcutta.....Jardine, Skinner & Co.****Calcutta.....Grindlay & Co., Balmer Lawrie & Co.****Canton.....T. E. Griffith.****Chefoo.....Cornabe, Eckford & Co.****Chemulpo.....Bennett & Co.****Colombo.....Thomas Cook & Son.****Colombo.....Delmege, Reid & Co.****Dairen.....Cornabe, Eckford & Co.****Delhi.....Thomas Cook & Son.****Foo Chow.....Bathgate & Co.****Fusan.....Holme, Ringer & Co.****Hankow.....Westphal, King & Ramsay, Ltd.****Harbin.....International Sleeping Car Co.****Hong Kong.....Toyo Kisen Kaisha.****Karachi.....Forbes, Forbes, Campbell & Co.****Keelung, Formosa.....Tait & Co.****Kobe.....Toyo Kisen Kaisha.****Macao.....De Souza & Co.****Maccassar.....Francis Peek & Co.****Madras.....Walker & Co.****Manila.....Toyo Kisen Kaisha.****Matampo.....Holme, Ringer & Co.****Medan.....Francis Peek & Co.****Moji.....Mitsui Bussan Kaisha.****Nagasaki.....Holme, Ringer & Co.****Newchang.....A. Van Ness & Co.****Pedang.....Francis Peek & Co.****Peking.....Thos. Cook & Son.****Peking.....International Sleeping Car Co.****Penang.....Sandilands, Buttery & Co.****Penang.....McAlister & Co., Ltd.****Rangoon.....Thomas Cook & Son.****Saigon.....W. V. G. Hale & Co.****Samarang.....Burns, Philp & Co.****Samarang.....Francis Peek & Co.****Seoul.....L. Rondon & Co.****Shanghai.....Toyo Kisen Kaisha.****Shimizu.....Amano Kaisoten.****Singapore.....McAlister & Co., Ltd.****Sourabaya.....Burns, Philp & Co., Ltd.****Sourabaya.....Francis Peek & Co.****Swatow.....Bradley & Co.****Taiingtau.....Cornabe, Eckford & Co.****Tientsin.....Liddell Bros. & Co.****Tientsin.....International Sleeping Car Co.****Vladivostok.....Mitsui Bussan Kaisha, Ltd.****Vladivostok.....International Sleeping Car Co.****Yokohama.....Toyo Kisen Kaisha.**

NOTE.—All offices of the principal railways in the

United States; also all the offices of Cunard S. S., Messrs.

Thomas Cook & Son, the American Express Co., and

International Sleeping Car Co., in all parts of the world,

will quote rates and furnish tickets.

**FOR INFORMATION REGARDING FREIGHT****RATES, SPACE AND RESERVATIONS APPLY TO****New York:**

Toyo Kisen Kaisha, 165 Broadway.

Davies, Turner & Co., 39 Pearl St.

**Boston:**

Davies, Turner & Co., 104 High St.

**Philadelphia:**

Davies, Turner & Co., 316 Walnut St.

**Chicago:**

Toyo Kisen Kaisha, 58 E. Washington St.

Davies, Turner & Co., 111 West Monroe St.

**Cleveland:**

Davies, Turner & Co., 408 American Trust Bldg.

**Detroit, Mich.:**

Davies, Turner & Co., 300 Free Press Bldg.

**St. Louis:**

Davies, Turner & Co., 1436 North Broadway.

**PANAMA AGENCIES  
COMPANY**

EXPORTERS - IMPORTERS  
STEAMSHIP AGENTS

**COLON—PANAMA  
BALBOA**

Post Office Address:  
**ANCON, C. Z.**

Cable Address: "PANACO"

Agents in the Canal Zone and Republic  
of Panama for

**TOYO KISEN KAISHA**  
(Oriental Steamship Co.)

Telephone No. 685

No. 147 Connaught Road, West  
Hong Kong

**AH PONG**

House and Sign Painter

Gilding, Polishing, Graining and  
Scraping, Building Contractor  
Carpenter and Caulker

**Indo-China Steam  
Navigation Co.  
Limited**

Shanghai, Weihaiwei, Chefoo and  
Tientsin Line—Every Three Days

Shanghai, Swatow, Hong Kong  
and Canton Line—Every Five Days

The Steamers of this Company  
Offer Superior Passenger Ac-  
commodation and are fitted  
throughout with electric light.

Calcutta, Hong Kong, Shanghai  
and Japan Line—Every Ten Days

These Steamers maintain a  
Regular Service between Cal-  
cutta and Kobe, calling at  
Penang, Singapore and Hong  
Kong en route, in addition to  
Mojito when Westward bound.

A Weekly Service is maintained between  
Hong Kong and Manila by the S. S.  
Yuensang and Loongsang, leaving each  
Port on Friday Afternoon.

**Jardine Matheson & Co.**  
Limited

General Managers at Hong Kong



## CUNARD LINE

FIREPLACE  
IN  
PALLADIAN LOUNGE

R.M.S. "AQUITANIA"

## Passenger and Freight Services

New York—Cherbourg— Southampton	New York—Glasgow	Baltimore—Bristol
New York—Liverpool	New York—Mediterranean	Halifax—Southampton
New York—London	Boston—Liverpool	Halifax—Liverpool
New York—Bristol	Boston—London	Halifax—London
New York—Antwerp	Philadelphia—Liverpool	Portland, Me.—London
New York—Rotterdam	Philadelphia—London	Portland, Me.—Bristol
	Philadelphia—Bristol	America—Levant

## 21-24 STATE STREET, NEW YORK

126 State Street..... BOSTON	215 N. 10th Street..... ST. LOUIS
107 E. Baltimore Street..... BALTIMORE	501 Market Street..... SAN FRANCISCO
140 N. Dearborn Street..... CHICAGO	817 14th Street..... WASHINGTON, D. C.
Third St. and Second Ave. So. .... MINNEAPOLIS	115 Cherry Street..... SEATTLE
119 N. Forsyth Street..... ATLANTA	103 St. Peters Street..... QUEBEC, QUE.
1390 Walnut Street..... PHILADELPHIA	Granville & George Sts..... HALIFAX, N. S.
713 Smithfield Street..... PITTSBURGH	59 King St. East..... TORONTO, ONT.
195 Middle Street..... PORTLAND, ME.	632 Hastings Street West..... VANCOUVER
308 St. Charles Street..... NEW ORLEANS	270 Main Street..... WINNIPEG
Hotel Cleveland, Public Sq. .... CLEVELAND	20 Hospital Street..... MONTREAL







# PACIFIC MAIL S. S. CO.

UNDER AMERICAN FLAG

Established 1848

## "SUNSHINE BELT" to the ORIENT

### TRANS-PACIFIC SERVICE

TO

HAWAII, JAPAN, CHINA AND THE PHILIPPINES,  
NEW AND LUXURIOUS SISTERSHIPS

S. S. "Ecuador" S. S. "Venezuela" S. S. "Colombia"

### MANILA-EAST INDIA SERVICE

TO

HONOLULU, MANILA, SAIGON,  
SINGAPORE, COLOMBO AND CALCUTTA

S. S. "Colusa"

S. S. "Santa Cruz"

### PANAMA SERVICE

TO

MEXICO, GUATEMALA, SALVADOR, HONDURAS,  
NICARAGUA, COSTA RICA AND PANAMA CANAL

S. "Newport" S. S. "Cuba" S. S. "San Juan"

S. S. "City of Para" S. S. "San Jose"

### ROUND THE WORLD FREIGHT SERVICE

PACIFIC MAIL SPECIALTIES ARE

### *"Service and Cuisine"*

For Information, Reservations or Passage Apply to  
Any Railroad or Steamship  
Agent or to the Company's

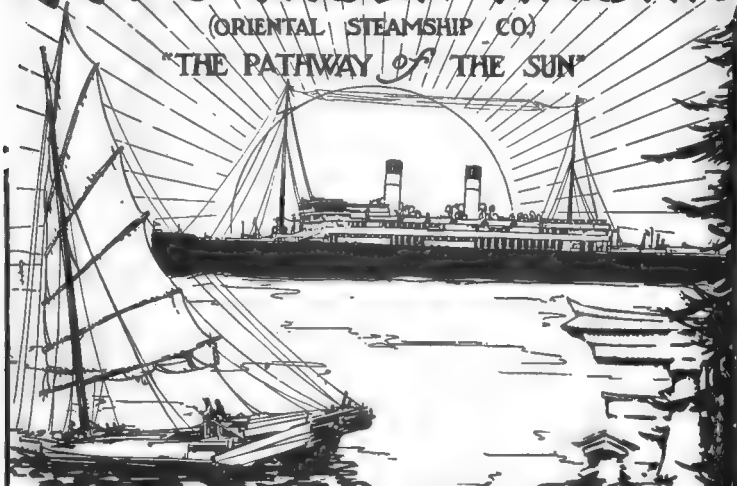
General Passenger Agent  
508 CALIFORNIA STREET  
SAN FRANCISCO



# TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP CO.)

"THE PATHWAY OF THE SUN"



## From San Francisco to Japan, China, Philippines and the Far East

FAST AND FREQUENT FREIGHT AND PASSENGER SERVICES CALLING AT  
HONOLULU, YOKOHAMA, KOBE, NAGASAKI,  
MANILA, HONGKONG, SHANGHAI

### NORTH AMERICAN LINE

S. S. "Shinyo Maru"—"Tenyo Maru"

22,000 Tons, Triple Screw Turbine, 21 Knts

S. S. "Persia Maru".

9,000 Tons

S. S. "Korea Maru"—"Siberia Maru"

20,000 Tons, Twin Screw, 20 Knts

S. S. "Choyo Maru"—"Koyo Maru"

Freight Only—10,000 Tons

PERFECT SERVICE—UNEQUALLED CUISINE

### SAILINGS FROM SAN FRANCISCO TO THE ORIENT

S. S. Shinyo Maru Sails October 16th

\*S. S. Choyo Maru Sails October 13th

\*S. S. Koyo Maru Sails October 13th

S. S. Persia Maru Sails October 23rd

\*S. S. Meiyo Maru Sails October 28th

S. S. Korea Maru Sails November 5th

\*Freight only

†Via Portland

### SOUTH AMERICAN LINE

The (only Regular Direct Service Between the Orient—Hongkong, Moji, Kobe, Yokohama), Hawaii, (Honolulu), San Francisco, San Pedro (Los Angeles), Mexico (Salina Cruz), Panama (Balboa), and South America (Callao, Arica, Iquique, Valparaiso)

S. S. "Anyo Maru", 18,000 Tons S. S. "Kiyo Maru", 17,200 Tons S. S. "Seiyo Maru", 14,000 S. S. "Kisho Maru" 10,000 Tons

### SAILINGS FROM SAN FRANCISCO TO SOUTH AMERICA

S. S. Anyo Maru for Valparaiso Sails October 20th

HEAD OFFICE: TOKYO, JAPAN



GENERAL OFFICE FOR THE UNITED STATES  
625 MARKET ST., SAN FRANCISCO

CHICAGO OFFICE  
■ EAST WASHINGTON ST.

NEW YORK OFFICE  
145 BROADWAY



DS 601  
J3  
v.10

Dec. 1920



鹿  
舉



日本

# DIRECT ORIENTAL SERVICE

Our foreign department affords shippers, exporters, importers, DIRECT banking facilities in the Orient and throughout the world. That service is the development of many years of highly specialized effort based upon an intimate acquaintance with the requirements of international trade and the expeditious handling of documentary collections involving the supervision of merchandise.

We invite the correspondence of houses interested in Pacific Coast and Oriental Trade and gladly assure them of the cordial co-operation of our experts.

## RESOURCES OVER ONE HUNDRED MILLION DOLLARS

---

### OFFICERS

HERBERT FLEISHHACKER, President

MORTIMER FLEISHHACKER - Vice-President  
J. FRIEDLANDER - - - Vice-President  
C. F. HUNT - - - - Vice-President  
E. W. WILSON - - - - Vice-President  
HARRY COE - - - - Vice-President  
W. E. WILCOX - - Vice-President and Cashier  
J. W. LILIENTHAL - - - Vice-President

FRED F. OUER - - - - Assistant Cashier  
JOHN GAYLE ANDERTON - Assistant Cashier  
GEO. A. VAN SMITH - - Assistant Cashier  
V. KLINKER - - - - Assistant Cashier  
J. S. CURRAN - - - - Assistant Cashier  
EUGENE PLUNKETT - - Assistant Cashier  
E. R. ALEXANDER - - Assistant Cashier  
L. J. AUBERT - - - - Assistant Cashier

### DIRECTORS

Walter E. Buck  
E. A. Christensen  
Robert Dollar  
Herbert Fleishhacker

M. Fleishhacker  
A. W. Foster  
Wm. F. Humphrey  
C. F. Hunt

J. R. Hanify  
J. J. Mack  
J. C. McKinstry  
M. Meyerfield, Jr.  
Raphael Weill

Chas. C. Moore  
R. D. Robbins, Jr.  
Adolfo Stahl  
Sig. Stern

---

# The Anglo & London Paris National Bank Of San Francisco



## Classified Directory of Leading Business Firms

<b>Agricultural Tractors</b>	PAGE
Holt Mfg Co. (Caterpillar).....	62
<b>Automobiles</b>	
Harold L. Arnold.....	54
<b>Banks</b>	
Anglo & London Paris Nat'l Bank	
Bank of China.....	Inside Front Cover
Crocker National Bank.....	49
International Banking Corporation.....	50
Laid & Tilton Bank.....	45
Sumitomo Bank.....	54
<b>Coal</b>	
King Coal Co.....	2
<b>Cigars</b>	
Michalitschke Bros. & Co.....	58
<b>Cooperage</b>	
Krater Co.....	58
<b>Coffee</b>	
Caswell's Coffee.....	50
M. J. Brandenstein & Co.....	63
<b>Dock Yards and Shipbuilding</b>	
Hongkong & Whampoa Dock Co.....	66
The Taikoo Dockyard & Eng. Co.....	65
<b>Druggists</b>	
Boericks & Runyon.....	49
Langley & Michaels.....	61
<b>Electrical</b>	
Marine Electrical Co.....	57
<b>Florists</b>	
Podesta & Baldochi.....	46
<b>Freight Forwarders and Shippers</b>	
Davis, Turner & Co.....	54
Matson & Co.....	60
C. Henry Smith.....	63
Wm. H. Thornley.....	61
Oregon Pacific Co.....	42
<b>Golf Balls and Clubs</b>	
St. Munro Mfg. Co.....	55
<b>Hardware</b>	
Levenson Co.....	58
Marshall-Newell Supply Co.....	63
<b>House Furnishings</b>	
W. & J. Sloane.....	43
<b>Hops, Mail, Beer</b>	
Geo. Hermann Co.....	61
F. Clemens Horst.....	59
Kirio Beer.....	59
<b>Hotels</b>	
Atsuta.....	53
Billmore Hotel, New York, N. Y.....	53
Belmont Hotel, New York, N. Y.....	53
Clark Hotel, Los Angeles, Cal.....	27
Clift Hotel.....	61
Commodore Hotel, New York, N. Y.....	53
Del Monte Hotel, Del Monte, Cal.....	3
Honolulu Hotel, Honolulu, China.....	59
Japan Hotel America, Tokyo, Japan.....	58
Manhattan Hotel, New York, N. Y.....	53
Murray Hill Hotel, New York, N. Y.....	53
Oriental Hotel, Kobe, Japan.....	61
Palace Hotel.....	61
Piazza Hotel.....	61
Rt. Francis Hotel, San Francisco, Cal.....	59
Warrent Hotel, San Francisco, Cal.....	59
Whitcomb Hotel, San Francisco, Cal.....	57
<b>Iron and Steel</b>	
T. J. Moynihan & Co.....	49
Mayfield & Co.....	49
<b>Insurance</b>	
Artia Insurance Co.....	61
W. S. Alexander.....	60
Fireman's Fund.....	49
Johnson & Higgins.....	61
<b>Importers and Exporters—In Orient</b>	
Kubara & Co.....	69
Miyamoto Gonsai Kaisha.....	68
Sunkai & Co.....	69
Y. Takakura & Co.....	69



Volume X

Number 3

DECEMBER - 1920

(Published on November 1st, 1920)

Price, 15 Cents Per Copy. \$1.50 Per Year.

## CONTENTS

PAGE

Cover Design—The Wild Duck's Flight. From an old print by Okyo, one of Japan's famous artists of the Maru- yama School.	
Frontpiece—On the Beach Near Taiha	4
Gathering with the Gods at Izumo By James King Steele	5
The Japanese in California	12
By K. K. Kawakami	
Art Section—Highways and Byways	14
The Cost of It	22
The Soul of the Samurai	24
By Jane Kynnersley	
Editorial	31
The Birth of a Mountain By L. W. DeVie Norton	30
Pacific Westbound Conference Formed	33
Personal Mention of Prominent People In the Public Eye	34
Good Graces of Goddess Pele Invoked by Returning Traveler	58
Across the Pacific Along the Pathway of the Sun	68
Toyo Kisen Kaisha Agents and Representatives	70

This magazine is distributed through tourist and ticket agencies in the United States, Honolulu, Japan, China, India, Australia, the Philippines and other countries. In addition it is circulated on steamers of the Toyo Kisen Kaisha and other S. S. lines, and mailed to exporters and importers of America and the Orient and in response to inquiries for rates, schedules and other information. "Japan" reaches a select class of prospective tourists and travelers, travel information bureaus, hotels, importers, exporters, shippers, consignees, etc. The monthly circulation of "Japan" is guaranteed by the Toyo Kisen Kaisha.

COPYRIGHT 1920, BY JAMES KING STEELE  
Advertising rates will be furnished upon application.

CONTRIBUTORS—Travelers are invited to send to the Editor photographs, stories or items of interest regarding the steamers or the territories reached by the Toyo Kisen Kaisha. Due credit will be given the author or the artist for all matter used.

<b>Importers and Exporters—</b>	PAGE
<b>In America</b>	
American Trading Co.....	69
Bellows-Guthrie Co.....	68
W. M. Duval & Co.....	61
Griffith-Durway Co.....	61
Greta Bros Co.....	66
E. Clemens Horst Co.....	58
S. L. Jones Co.....	61
Johnson-Locke Mercantile Co.....	60
Langley & Michaels.....	61
MacDonald & Co.....	58
Nippon Dry Goods Co.....	60
A. N. Nelson & Co.....	60
Panama Agencies Co.....	71
Pacific Orient Co.....	60
Petroleum Products Co.....	58
<b>Inks and Stationers</b>	
A. Carlisle & Co.....	66
<b>Lumber</b>	
Pacific Export Lumber Co.....	47
<b>Laundry</b>	
Metropolitan Laundry Co.....	63
<b>Leather</b>	
H. N. Cook Binding Co.....	61
Kullman, Sals & Co.....	66
<b>Min Appliances</b>	
E. D. Bullard.....	57
<b>Musical Instruments</b>	
Byron Maury & Co.....	63
<b>Oriental Art Goods</b>	
Man Claye.....	57
<b>Paints and Painting</b>	
Ah Fong.....	71
<b>Ports</b>	
Port of Portland.....	48
<b>Provisions—Ship Supplies</b>	
Apple, Lessor & Co.....	58
Ah Chew Bros.....	67
Wm. Claff & Co.....	61
Dodson, Sweeney & Co.....	60
J. Dosmann & Co.....	60
Dairy Farm Co., Ltd.....	67
Garcia & Maggini Co.....	61
Greta Bros.....	48
Chas. L. Greeting & Co.....	59
Honolulu Dairyman's Association.....	57
O'Brien, Spotswood & Mitchell.....	61
A. Faldini.....	50
Schwartz & Co., Inc.....	58
West Coast Oyster Co.....	61
<b>Publications</b>	
Frank Waterhouse Co.....	46
Circumnavigators' Club.....	58
<b>Railroads</b>	
Imperial Government Railway.....	68
South Manchuria Railway Co.....	67
<b>Restaurants</b>	
Golden Phoenix.....	41
<b>Stereos</b>	
McCabe, Hamilton & Renny Co.....	57
<b>Ship Chandlers</b>	
J. & B. Wiley, Inc.....	60
<b>Steamship Companies</b>	
Conard Line.....	72
Indo-China Steam Nav. Co.....	71
Nippon Yusen Kaisha.....	66
Pacific Mail S. S. Co., Inside back Cover	
Toyo Kisen Kaisha.....	Back Cover
<b>Steamship Agents</b>	
Toyo Kisen Kaisha.....	67
Thos. Cook & Son.....	46
American Express Co.....	56
<b>Tailors</b>	
Ohlsen & Holmes.....	57
<b>Tractors</b>	
Holt Mfg. Co. (Caterpillar).....	62
<b>Tourist Agents</b>	
American Express Co.....	56
Thos. Cook & Son.....	46
<b>Welding Apparatus</b>	
Oxy-Acetylene, E. D. Bullard.....	57

TO  
KISEN KAISHA  
KOREA MARU  
TAKING  
KING COAL  
FOR BUNKERS  
SAN FRANCISCO  
Yamashita  
KING COAL CO.

**KING COAL COMPANY**  
EXCHANGE BLDG. 369 PINE STREET  
SAN FRANCISCO





# Hotel Del Monte California

**A place where it is summer  
all the year—**

not the hot summer of the tropics, nor the high temperature of the Mid West, nor yet the sultriness of the East—but the delightful cool summer of California's Coast.

***There is no Place Like Del Monte***

Del Monte is the ideal place in which to spend a few days before sailing or after returning from abroad. It offers every facility for out door sport.

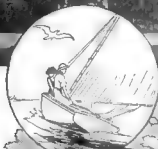
ONLY 4 HOURS BY TRAIN FROM SAN FRANCISCO 123 MILES  
OVER FINEST MOTOR ROAD IN THE WORLD

**American Plan Only—Super Excellent Table**

Wire or wireless reservations at our expense

**Carl S. Stanley**  
MANAGER

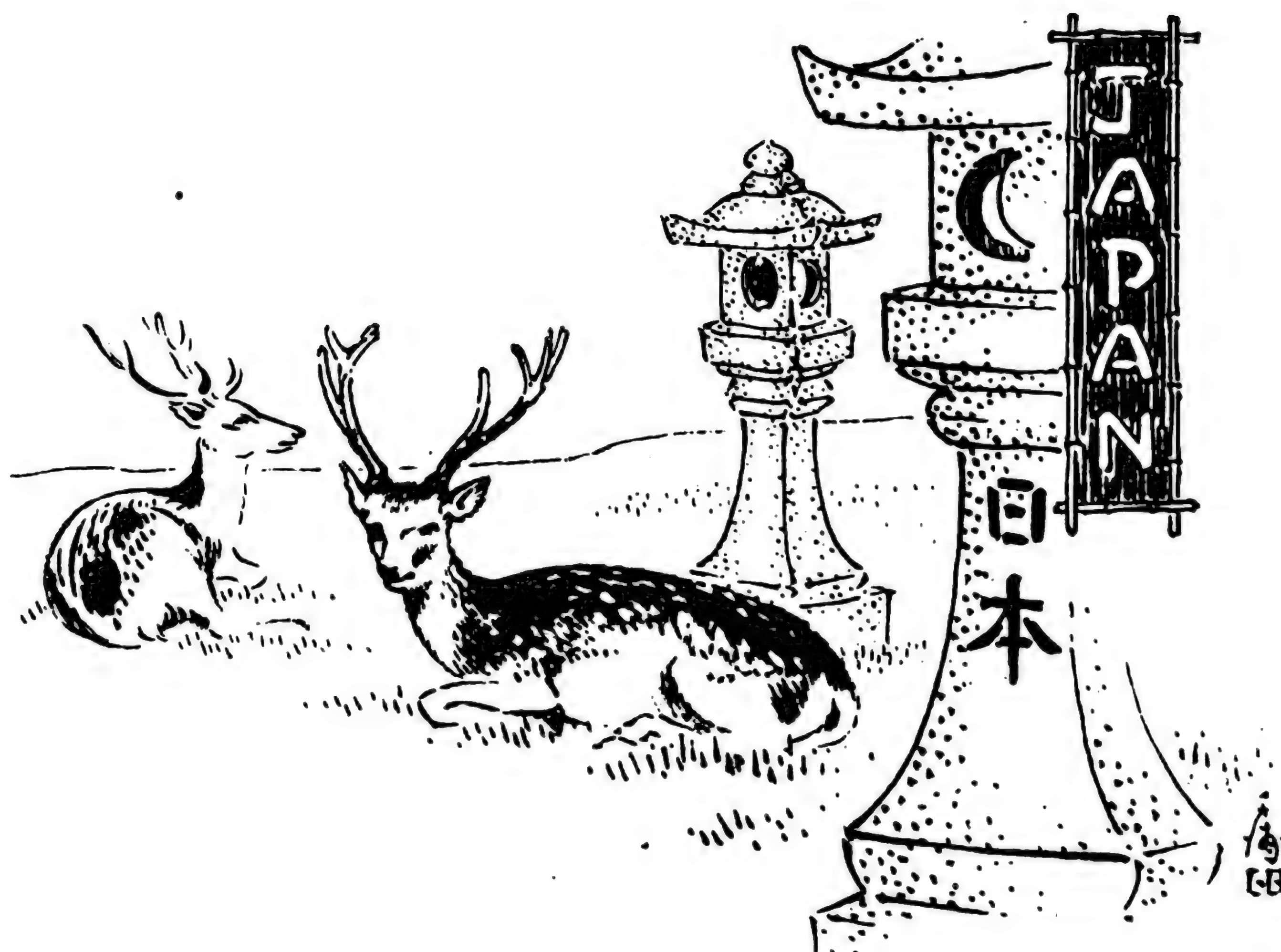
Below: The Lodge at Pebble Beach facing the Sea





*Inasa-no-hama, a picturesque beach near Tai-sho, the town in which the Great Shrine is located, is one of the scenic beauty spots of the north coast. The golden beach, the sparkling sea, of a peculiar shade of blue and green, and the unusual blue of the sky, form a splendid setting for the dark green of the pine-clad islands that stud the waters. The camera caught one of the workers returning home with an enormous load of fresh bamboo branches.*





## GATHERING WITH THE GODS AT IZUMO

An October Pilgrimage to the Great Shrine during the month "Kamiarizuki".

By JAMES KING STEELE

"I AM the schoolmaster here and would like to talk English with you," I read written in painstaking script on the card that Oka-san presented to me.

It was raining outside—a cold, heavy, drizzling rain that drove away all thoughts of sight-seeing and left you perfectly content to sit in the clean, pleasant upper room of the Inaba-ya Inn beside the glowing hibachi. We had just finished a delectable tiffin with broiled lobsters as the piece de resistance, and felt kindly disposed toward the world, so we answered: "Send him up. Let us see this schoolmaster who would speak English with us."

So up came Mr. Hattori, a soldierly figure, who greeted us in perfect English and accepted our proffered cigarettes and sake with due formality and politeness.

A graduate of the language school at Tokyo, he had served a year as English interpreter with the Japanese forces in Siberia. Being anxious to enter the consular service, he had after his discharge come to this small place as principal of the school in order that he might find time, in addition to his daily duties, to study for the coming examinations.

He had heard of our arrival in the grey morning—for news travels fast in these small places—and had come to offer any assistance and at the same time help himself by practicing his English on us—English, by the way, so precise and perfect that it made us watch our own speech. We had left Kobe the night before after a delightful dinner with Kent Clark and the bunch of fellows at the Oriental Hotel. At the station in Osaka we found the train made up and waiting just across the platform from that of the arriving Kobe trains. Large signs in English as well as Japanese made it easy to find the way and we speedily made ourselves comfortable in anticipation of the coming all night ride.

Owing to the tremendous congestion and demand on rolling stock on the main line between Tokyo and Shim-

onoseki, sleeping cars had been withdrawn from branch line services, leaving passengers on these routes to fare as best they could.

This was no new thing to us nor was it any hardship, for the seats, running lengthwise of the cars, are sufficiently wide to enable you to stretch out in comfort, provided there are not too many others anxious to do the same thing.

So we spread out our rugs, took off our shoes, disposed of our luggage in a brutally selfish but business like manner and settled down for the twelve-hour trip.

Long before I ever went to Japan years ago, the name of the Great Shrine at Izumo had held an odd fascination for me. I had read of the shrines at Ise, most revered of all in Japan, and had in the course of study learned much of others throughout the empire. But the Great Shrine—the Izumo Taisha—had always been inseparably associated with historic memories and religious connections until it called up in my mind's eye vast temples set in thick groves, high-walled compounds encircling great pavilions, booming temple bells and throngs of fervent worshippers.

But though it had always been in mind, conditions had never been such as to permit me to visit it. Each time I came it was given a prominent place in my travel plans and each time something interfered. The very fact that it was off the beaten track, that it lay a long, tiresome night or day ride across Honshu island, and that few foreign travelers went to it, added to its fascination until finally I decided to cut out other plans and go and see it, come what might.

So, as the train got under way and rattled over the switches, past the blinking red and green signal lights, and on to the main line, there came this pleasing reflection that made me ready for any inconvenience, "at last I am really going to Izumo."

The crowd in the train thinned out after a few hours leaving us plenty of room to stretch out and sleep in





*Guarding the entrance to the Great Shrine is this gigantic wooden Torii, which is approached through an avenue of magnificent pine trees. Rickshaws stop at the torii as beyond is sacred ground and not to be polluted by such commonplace things.*

peace. So it was after daylight when I awoke and looked out of the window on a scene that made me wonder if I really was in Japan. During the night we had crossed the island on a long, northeasterly tangent from Osaka to Fukuehima and thence easterly to Tottori, capital of the prefecture of the same name, thence easterly, practically paralleling the coast of the Japan Sea to Okei, Daisen, Yonago, Matsue to Izumo Imaicha. When I awoke in the morning and looked out of the window the snow-capped cone of Mt. Daisen was standing glistening in the first rays of the morning sun, its steep slopes still dark in the mists and shadows.

The fact that we were now in the North impressed itself on me as I looked out on the landscape that streamed past the train.

The houses were more ruggedly built, much stone be-

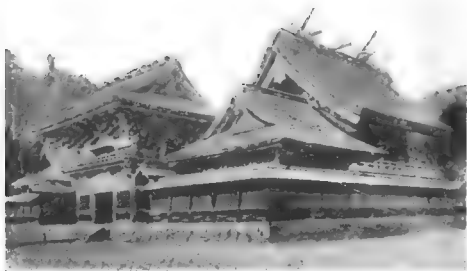
ing used in place of the flimsier materials of the Inland Sea cities and towns. Everything seemed rougher and harsher. Even the mountains seemed stern and forbidding, quite unlike the gentle slopes of those round about Kyoto and Kobe.

A short time later we came to Matsue, charmingly situated on the end of a point of land that thrust itself between Lake Shinji-ko and Lake Naka no-umi. A river, the Ohashigawa, connects these two lagoons. There is a long bridge across the river, some 600 feet in length, and from this there is a magnificent view that embraces the two lakes, Mt. Daisen and the Shinji hills and Samba Yama, while the houses of the town are reflected in the clear waters of the lake. This lake, Shinji, is a remarkable body of water nine miles long and three wide and is the sixth largest in Japan. Its outlet to the sea is the



*Entrance to the Great Shrine is gained through the main gate, over whose doorway hangs an immense knot of thick straw rope. This is believed to be a potent force in warding off any evil from the sacred precincts, and a visible warning to those who would enter, that they must be pure in mind and body if their offerings are to be acceptable.*





*The Shrine building proper is surrounded by a high fence with a gabled roof that shuts off the sacred precincts from common eyes. The Shrine itself is in the building with the high cross-trees on the gable of the roof. The thatch on these roofs, which is two to three feet in thickness, is made of hinoki bark. No one is allowed within the Shrine except by special permit.*

Sadagawa and it abounds in fish. The most famous of these is the *suzuki*, a kind of sea perch, with large mouth and double set of jaws and small scales. It is rated as one of the most delicious of the many sea foods of Japan.

Another interesting feature is the Kugedo-no-Iwaya or Divine Cave of Kugedo, said to have been the birthplace of the god Sada. It has an opening just large enough to admit a small boat but opens out within into a lofty room carved from the rocky cliff. This is nature's sounding board and the boom and roar, the hiss and rumble of the waves, pent within its walls, is deafening.

Matsue is famous as the one-time place of residence of Lafcadio Hearn. Here it was he first taught school and became so devoted to and familiar with things Japanese that he later on became their foremost exponent to the Western world.

Izumo Taisha is about twenty miles beyond Matsue and it was broad day and breakfast time when we arrived there.

The day was dull and cold, the chill in the air going clear to the bone after the heat of the cars. We made our way through the crowds of pilgrims detraining here and the equally large crowds of friends and relatives arriving to greet them, and, selecting the most intelligent looking ricksha men, gave them the name of our inn and were off.

The railroad station is situated some distance from the town proper. A wide well-graveled road bordered by small shops and souvenir booths, connects them, with a giant torii at the farther end, proclaiming the approach to the shrine. Turning to the left at this point we found ourselves in the main street of the village and with much



*Here is a general view of the Great Shrine at Izumo, showing the building of the main entrance and the Shrine with its high cross-trees in the rear.*



*Revered beyond all other shrines, save one, the Great Shrine at Izumo, makes a special appeal to all the people of Japan. The edifice itself presents one of the best examples of pure early Shinto architecture, unmarred by any adaptation of Buddhist ideas. It is expressive in every detail of one of the chief tenets of that faith, which is "simplicity." The materials in its construction are all selected with greatest care and are unadorned even with paint.*



shouting and announcing of our arrival drew up at the inn, the best to be found in the place.

The landlord greeted us with surprise for we were the first foreigners to visit him in a year and showed us up to a large room, soon made comfortable with two great hibachi filled with glowing coals. There, refreshed by hot tea, we ordered our tiffin and awaited the passing of the rain. It was just as we finished our meal that Hattori's card came up.

Izumo Taisha is the great shrine of Japan. It is the oldest of all the shrines and is only second in the hearts of the people and the Imperial house to the sacred shrines at Ise and in some respects is ranked as equal to them. Out of the mists of tradition and the annals of Japanese mythology comes the story of Izumo, one of the three centers from which Japanese history radiated. The first of these was Hyuga province on the island of Kyushu, birthplace and seat of power of the ancestors of the Imperial house. The second was Yamato province, where many strong, warlike tribes flourished up to the time of their conquest by the illustrious Jimmu Tenno, the first emperor. Izumo was the third, and at that time embraced a much larger territory than is contained in the present day province of that name.

Izumo's history begins, so the legends say, with the coming of Susanowo-no-Mikoto, the brother of Amaterasu, the sun goddess who had revealed herself as the progenitor of the Imperial family at the other shrine of Ise. Mikoto, the brother, was a great warrior to whom the fierce, stern and bleak shores of the north appealed and so he came to Izumo. Here, it is said, he encountered a monstrous snake about to devour the lovely Lady Inada. Quick to respond to the call of beauty in distress, Mikoto killed the serpent and by so doing won for himself a beautiful bride. From the body of the snake or as some translate it, dragon, he took the flashing, all-powerful, two-handled sword (Kusanagi-no-Tsuzuri) which he presented to the sun goddess in commemoration of his victory. This sword, it may be said in passing, was later passed on by the sun goddess to her grandson, Ninigi-no-Mikoto, who founded the Imperial family, with the sacred mirror and jewel as symbols of authority, which now are preserved as "national treasures" at Ise.

Later on Susanowo-no-Mikoto left Izumo and went to dwell in Korea leaving the province to be divided among his sons of whom there were said to have been eighty-one. Of course, such a large family soon broke into open quarrels. Out of the turmoil arose Okuni-Nushi (master of a great land) who proved a wise leader and a great warrior. He subjugated all his brothers and their followers and became more powerful than any lord heretofore, extending his territory to the confines of Yamato. He was not only a fighter but a wise ruler looking out for the welfare of his people. When Sukanahikona-no-Mikoto, a relative, returned from an extended stay in southern China with tales of the wonderful things done there, he directed him to begin to teach the Izumo folk what he had learned. Thus under Okuni Nushi the arts of medicine and science, the development of silk culture and fishing, as established in China, were introduced and fostered until the civilization of Izumo was far ahead of any other part of Japan.

This progress aroused the jealousy of the rulers of Hyuga, to whom reports of their marvels were carried, and an expedition under the leadership of two princes of the blood was sent against them.

After a bloody but indecisive attack which brought the victorious arms of the Imperial family into Izumo and as far as Shinano province, Okuni-Nushi seeing disaster for himself and his people, received a message from heaven

telling him to submit provided certain stipulations were agreed to. One of these was that a palace should be built for him and his heirs which should be as large and imposing as that occupied by the Imperial family at Iiyuga. It is said that this concession was advised by the Sun Goddess, who herself drew the plans for the castle palace and sent them to him by her personal servant Amanohohi-no-Mikoto, who also remained on earth to serve Okuni-Nushi.

Laid out on a scale of unequaled grandeur this palace was the origin of the Izumo shrine. In after years when the Imperial palace was built at Kyoto, it was found to be smaller and less imposing than that at Izumo, so the palace there was rebuilt on a smaller scale to correspond with that at Kyoto. The temple of today stands on the original site, picturesquely situated at the foot of Mt. Yakumo. It was built in 1874.

So much I learned from Hattori as we sat huddled over the hibachi waiting for the rain to stop. To me it was most interesting for the man spoke with a passionate earnestness, that indicated his love for the place.

Finally he said, "Some boys in my school have never spoken to a foreigner and I would like to have them see you and talk to you if you please." When I told him to



Here are some of the older boys of the Taisha School who acted as the guides to the Great Shrine. The principal of the school is standing at the right.

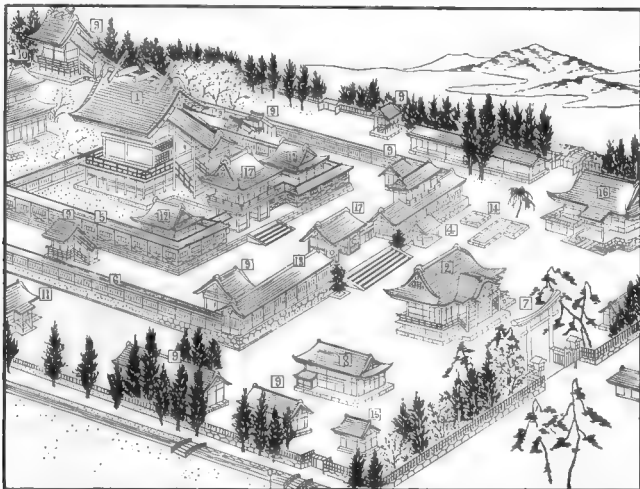
bring them in, he went downstairs and quickly returned with a troop of about twenty lads ranging from twelve to twenty years in age. They stood at attention until ordered by Hattori to be seated and then each one in turn began to think of some question to propound to me in English. I say "began" advisedly for the effort to find the words to express their thoughts was plainly written on each of the earnest faces before me. The questions were, of course, simple ones, such as: When did you get here? Where are you going? What do you do? All of which were answered as simply as possible in words of one or two syllables. Then I told them some simple children's stories, the regular nursery stuff such as delights our own children. They pleased them, too, and the happiness of their faces well repaid for the effort of memory and speech.

It was almost dark when we finished the session and the lads went home with many a *banzai* and "thank you, sir." Hattori. I persuaded to stay to dinner, a real feast, with all the elaboration of which the hotel kitchens were capable, with smiling maids to wait on us and a half dozen geishas to entertain us with samisen and song and with graceful dancing. It was a merry evening and a

long one for the "party" did not break up until early morning.

Next day dawned a trifle overcast and with a raw wind that whipped the grey black waters of the bay into white caps as far to sea as the eye could reach. It was not raining (for which I was thankful) so I was up and out early for I had much to do that day. After breakfast I took a ricksha and drove through the village and down to the beach which is called Inasa-no-hama. It is a beautiful crescent of golden sand stretched between two

set at frequent intervals, we went toward the main gate. This road is lined on either side with a row of magnificent trees whose branches interlace overhead. The temple grounds cover an area of about twenty acres, the compound being enclosed with a high, rough fence. Within these sacred precincts are the various buildings including the hall of worship, the temple offices, the meeting house, the eight-legged gate, the tower gate, the divine offerings hall, the watch-fire room, the repository of the archives, and a number of secondary shrines.



In the above plan, the buildings of the Great Shrine are shown. All Shinto Shrines are built on these lines, but few are so complete as that at Ise. The chief structures are as follows: No. 1, the main Shrine building or Honden, in which the sacred relics are kept; No. 2 is the oratory or heiden; No. 3 is a corridor used in some temples (but not in Ise) to connect this building with the others; No. 4 is a covered well from which water is drawn for purification; the low wall or fence which encloses the main Shrine buildings is shown by No. 5, and is called "tama-gaki" or literally the jewel hedge; No. 6 is the second enclosing fence, which is made of boards and is called "ita-gaki"; the torii is shown by No. 7, while the office of the temple, called "shimusho," is indicated by No. 8; the secondary shrines set aside for visiting gods, so to speak, are numbered No. 9 and are scattered about the enclosure; No. 10 is the library or repository for the Shrine's treasures; another building for the same purpose called "horo," is shown by No. 11; the two houses for offerings are shown by No. 12 and the covered gallery in front of the main buildings, keutoro, is No. 13; the stage used for the sacred dances is indicated by No. 14, while at No. 15 is the stable in which the sacred horse is stabled; No. 16 is an assembly hall and No. 17 the gates.

steep forest-covered headlands. In the sea are numerous small islands, also tree-covered, whose dark green slopes contrasted sharply with the tumultuous sea. On one of the larger of these isles, close by the shore, is a small shrine with a flight of steps leading from the water's edge.

I was here taking pictures when Hattori found me. He said he had come to personally conduct me to the Great Shrine so we set off at once.

Down a long avenue flagged with broad stones, whose surface was worn smooth by the tramp of thousands of pilgrim's geta-shod feet, under a number of giant torii

Surrounded by a double fence with a thatched roof separating it from the rest of the temple, the great shrine proper lies within the eight-legged gate. This building is the holy of holies and is called the Ame-no-Hisumi Palace.

This is the best example of the early Japanese building, the pure type copied but never excelled in all other Shinto shrines. It is said to have been designed by Amaterasu herself and is impressive in its simple dignity and quiet elegance. Its timbers are of plain unpainted hinoki wood. Its high peaked roof with brass covered



gable posts extending high above the ridge pole, is two feet thick with layer on layer of the finest selected hinoki bark—a covering that properly built will outlast the storms and weathers of decades. Austere, dignified, it stands the symbol of simple faith. Other buildings and gates are carved, painted or otherwise decorated, but the shrine itself is severely plain and unadorned.

Within the shrine, deep in the innermost chamber, are the sacred objects, the mirror typical of light, of good, of the Sun Goddess, giver of all life to this earth. Entrance to this Holy of Holies is denied to all but those in special favor with the highest authorities and such permission is regarded as a most appreciated privilege.

One of the main buildings of the temple, directly in front of the torii entrance, is adorned with an immense rope of twisted rice straw that hangs in a double twist above the entrance. This is perhaps two feet in thickness, one of the largest in Japan, and is significant of the deep sanctity of the place.

To one side of the great shrine, outside the fence that surrounds it is a small, well designed building called the Repository of Archives. This might be called the museum, as it contains the treasures of the shrine, the historic objects linked with its early days, the mementos of visits from the great of the land. Those in the repository at Izumo are particularly revered and are rated as among the "national treasures" and as such are under the protection of the Imperial house. Among the pieces gathered here that are especially celebrated are a biwa or guitar that belonged to Emperor Godaigo, a sword belonging to Toyotomi Hideyoshi, a part of a suit of armor worn by Ashikaga Yoshinori. In the glass cases are many other objects of historic and artistic interest, mirrors, plain silver disks, steel mirrors with carved frames and backs, gems, swords, robes, kakemono. One can spend hours here listening to the history of each and every object and the reasons why it is kept here.

In sharp contrast with the austerity of the shrine itself are the two great gates—the Eight-Legged Gate and the Storied Gate. On the former are a number of carvings in high relief depicting squirrels and grapes, while on the storied gate is a wonderful presentation of the Kirin, the fabled unicorn of Japan. Both of these are attributed to Kami, one of Japan's great artists, who reached the zenith of his art in the early part of the fourteenth century.

The morning passed all too quickly and it was tiffin time before we knew. Back to the inn we went to discuss the delicacy of some wonderful suzaki and lobsters caught an hour before, and the special concoctions for which Izumo is noted. Then we went back to the shrine entering by the west gate and passing the row of houses set aside for the priests' use. Then we visited each and all of the main edifices, each similar but in a way quite different from the other and all impressive in their rugged simplicity. Sometimes a note of discord in the harmony of the place was struck when some of the innovations were observed. At one place, there was a large recumbent cow done in bronze in a pen with iron fencing, the gift of some rich votary, whose good intentions exceeded his appreciation of what was fitting to a



*In this lovely building are housed the treasures of the Shrine, some of which are listed under the head of "National Treasures" and as such are under Imperial protection. It affords many fascinating studies of early Japanese life and customs.*

place like this. Near this was a small pavilion of choicest Japanese architectural style, wherein at one end of a fair sized room was a life sized statue of Amida, gift of another worshiper. This was beautiful in form and, strange to say, in face also and well deserved its place within the temple complex.

In the late afternoon as we sat on the temple steps when the sun was just sinking behind the hills, leaving the sky aflame with the brilliant banners of his departing hosts, when the mountain sides showed purple, then black, against the sky's glory; when over all the valley was rest and over all the tree tops you could perceive scarcely a breath, the hushed calm of the day that was done seemed to brood over the place. Then it was that I asked Hattori that which had been on my mind all day.

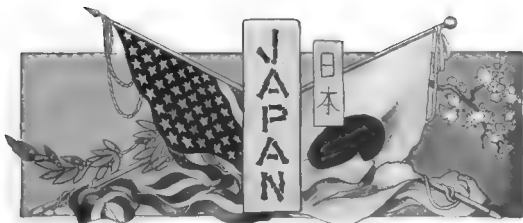
"What are all these small shrines scattered about the compound? To whom do they belong and why are there so many of them?"

"Oh," answered my friend and guide, "that is quite a story. That is one of the things that makes Izumo Taisha or Oyashiro (the great shrine of Izumo) so different from all other shrines in Japan. I will tell it to you.

"Ages ago, far back beyond the earliest record swathed in the mists of antiquity, and handed down by word of mouth from generation to generation, Izanagi, the creator and all-powerful, had two children, Amaterasu, the daughter, and Susa-nowa, the brother, who was born from the nose of the creator.

"Amaterasu came to Japan and founded the Imperial house on the island of Kyushu, whence she came on into Honshu. Susanowo-no-Mikoto, brother of the Sun Goddess, took up his place at Izumo far to the north across the island. As time went on the descendants of brother and sister waxed great and strong in their respective lands and jealousies and strife arose between their followers. After a battle which, while the victory went to the sons of the Sun Goddess, showed that much bloodshed and suffering would result if the struggle was continued. Okuni-Nushi, son of Susanowo-no-Mikoto, was persuaded by the Goddess herself, revealed through personal messenger, to cede his kingdom to the Imperial family. In return for this he was given a splendid palace built under divine direction and plan at Izumo. To this he returned becoming a loyal subject of the Emperor.

(Continued on page 55)



## THE JAPANESE IN CALIFORNIA

By K. K. KAWAKAMI,

Author of "Japan in World Politics," "Japan and the World Peace."

**B**Y the time this article sees the light of day in type, California will have adopted or rejected the Alien Land Initiative Law. Be it adopted or rejected, the Japanese in California will probably continue to live and toil where they are. Far from settling the question, this measure will simply complicate it, and render its solution all the more difficult.

In the midst of newspaper fulminations and the demagogic harangues of politicians daily and nightly against the Japanese, one is, nevertheless, witnessing a peculiar spectacle in the absence of excitement or of a real hostility towards the Japanese on the part of the public. One wonders whether the public is really interested in the agitation.

Mr. John B. Wallace, former newspaper man who has lived in California for many years, and who is at present an orange grower in the South, gives us a thought-provoking interpretation of this peculiar apathy on the part of the general public in the midst of the sensational abuses of the Japanese by the yellow press and the yellow politicians. Says Mr. Wallace in the *Dearborn Independent*, the Ford International Weekly:

"After reading the newspaper articles and the statements of some of our Senators and other near-statesmen I was prepared to find the citizens of California in a furor of excitement over a new invasion of the Pacific Coast by the Japanese. But careful and thorough investigation found them to be in a remarkable state of calmness considering the dire predictions daily hurled at them. Perhaps living so close to a peril has insured them to a situation that Californian representative statesmen at Washington view with alarm.

"That the people of California are not stirred to deeds of violence against the Japanese is not the fault of some of the agitators. Their entire appeal is based upon passion and prejudice. Justice and fairness have no part in their creed. There is also a considerable number of patriotic men who sincerely believe that it is advisable to prevent further increase of the Japanese in this country but are willing to accord to them the undoubtedly excellent qualities that they as a nation possess. These men are not responsible for the fulminations of the yellow press. But there is a certain class of politicians who are ready to stir up race hatred and bring this country to the verge of war to gratify their own ambitions.

"These men are only defeating their own ends. There is no widespread sentiment against the Japanese among the laboring class, the class most easily excited to riot.

Their feeling as far as I have been able to learn by questioning men of various trades and crafts is largely one of indifference. The Japanese in this State are nearly all farmers. Instead of being in competition with labor they are supplying laborers with food. Farm labor is so scarce that the small number of Oriental laborers, Japanese, Hindoos or Chinese, cannot fill the demand.

"Neither can I find any strong sentiment against the Japanese among the farmers themselves. There is some bitterness, it is true, evidenced by farmers who have been brought in direct competition with the Japanese, but even in the reports of the hearings before the Immigration Committee, as printed in the newspapers most strongly opposed to the Japanese. I find nearly as many farmers testifying for the Japanese as against them."

If California votes for the proposed land law, as it probably will, it is because she has been railroaded by designing journals and demagogues, and not because she has felt the real need of an anti-Japanese law. And why should the public be excited over a race which has hurt or menaced nobody, but has benefited many? Just stop a minute and ponder over cold facts about the Japanese.

California's land area measures 99,617,280 acres, of which 28,000,000 are farm lands.

According to the report of the Board of Control, which is the basis of the Governor's letter to Secretary Colby, of the 28,000,000 acres classified as farm lands the Japanese cultivate 458,056 acres; that is 1.6 per cent of California's total farm lands.

For the sake of clarity we tabulate acreages cultivated by Japanese in various forms:

1. Owned by Japanese individuals.....	26,988
2. Owned by American corporations with Japanese shareholders .....	47,781
3. Cultivated by Japanese under cash rent lease.....	192,150
4. Cultivated by Japanese under crop share contract .....	121,000
5. Cultivated by Japanese under labor contract.....	70,137
Total.....	458,056

Of these five classes, acreage owned by Japanese individuals is justly said to be under Japanese control.

Acreage owned by corporations, in which the majority of shares are held by Americans, cannot be regarded as under Japanese control.



In the case of cash-rent leases, the Japanese tenants may be said to control the land they cultivate for the period of the lease.

In the case of crop-share and labor contracts, the Japanese have no control over land.

Describing the Japanese operators of leased lands, Mr. Wallace says:

"One of the most ridiculous arguments against the Japanese is the charge that they exhaust the soil on leased lands. Anyone who knows anything at all about gardening knows that to be profitable it requires constant and most heavy fertilization. Even if the lessors of the land were so lacking in business acumen as to allow their land to be depleted it would not pay the Japanese themselves. One reason that barnyard manures are so scarce and high is the demand for them from the Japanese truck gardeners. The Japanese are also heavy users of commercial fertilizers, especially fish scraps, the value of which they were among the first to recognize.

"An argument which their opponents in California use among the workingmen to excite prejudice against the Japanese is that they work long hours and on Sundays. Both these statements are facts. Show me a successful farmer, white, black or yellow who does not work long hours. Nature is not constructed on an eight-hour schedule. The farmer must make hay while the sun shines. Even the proletarian government of Russia recognizes that fact."

We have seen that under the war stimulus acreage cultivated by Japanese increased a great deal. But this is by no means as great as is commonly assumed.

The report of the Board of Control states that in the past ten years this increase has been 412 per cent. This calculation is made upon the basis of an inaccurate, and altogether too low, an estimate of the acreage cultivated by Japanese ten years ago.

Ten years ago there was no authentic official estimate of farms operated by Japanese. Figures of the Bureau of Labor Statistics, upon which the calculation of the Board of Control is based, are not accurate.

According to our own investigations, made in 1909, farms cultivated by Japanese in that year totaled 195,948 acres, instead of the Board of Control's 83,253 acres.

In our estimate, therefore, the increase in the past ten years is 117 per cent instead of the Board's 412 per cent.

This increase, as we have explained in a foregoing passage, was due chiefly to the stimulus of the war and the encouragement of the Government.

In this connection it may be noted that in most cases the Japanese have taken waste lands, considered by American farmers to be unsuited for profitable farming, and by dint of industry and patience converted them to highly productive farms.

Again they have specialized in certain kinds of farming, usually avoided by American farmers, and therefore do not come in competition with the latter.

California's farm products are valued at \$507,000,000, of which Japanese products amounts to \$67,145,000, that is, 13 per cent of the total.

Out of the total of \$67,145,000, representing the value of Japanese production, 35 per cent goes to landowners as rentals, 45 per cent to labor in the form of wages, leaving only 20 per cent to Japanese tenants or contractors.

While the Japanese are producers, they have no power to control the prices of their products.

For fruits, beans, berries, and rice, in the culture of which the Japanese are most interested, growers' associations have been organized to fix prices and to protect the general interests of the growers, but in the direction

and management of such organizations the Japanese have no voice, for they are controlled by more influential American land-owners and producers.

The census of 1910 shows a Japanese population of 41,356 for the State as against the total population of 2,377,549, a matter of 1.7 per cent.

The census of 1920 estimates the total population of California at 3,426,536, but the census figures for the Japanese population alone are not yet available.

Taking as correct the figures of the State Board of Control for the Japanese population for 1919, *i. e.*, 87,279, the percentage of the Japanese to the total population is 2.5 per cent.

But there is grave doubt as to the accuracy of the Board's figures. Our own investigations, which we believe to be as accurate as any such investigations can be, show that the Japanese population in the State at present is about 78,628, or 2.2 per cent of the total.

If the present negotiations between the governments of Japan and America result in a more effective restriction of Japanese immigration, the proportion of the Caucasian and the Japanese population will change more favorably for the Americans.

According to the California Board of Health, Japanese births in California in 1910 were 2.2 per cent of the total births. In 1919 this increased to 7.4 per cent. This increase is due to abnormal conditions and will soon decline.

In the first place, immigrants of all races have large families in the first generation, but from the second generation the birth rate, irrespective of race, begins to decline. The Japanese in California are no exception to this general tendency.

Again, Japanese immigrants came to this country at first without wives. But in the past seven or eight years these Japanese have invited their wives to join them. Sudden increase in Japanese births was the natural result.

To compare the Japanese birth rate of 1910, when only a few of the Japanese had their wives here, to that of 1919, when a majority of them were married, is not the right way of estimating the rate of increase in Japanese births under normal conditions.

In the past decade or so most of the Japanese adults have married. As the average age of these adults is about forty, it is reasonable to presume that the birth rate among the Japanese will soon begin to decline.

This decrease will be accelerated by the stoppage of "picture marriages." If the negotiations now going on between Washington and Tokyo result in a new agreement, it will bring about a condition more favorable to California.

Japanese births, at their highest point of increase, have not exceeded 7.4 per cent of total births. It must be remembered that 90.8 per cent of babies born in the State are Caucasian. Figures for Japanese births should not be considered independently, but should be considered relatively with other births and the steady increase of the Caucasian population in California.

We have shown that out of California's total population of 3,426,536, only 78,628 are Japanese, a matter of 2.2 per cent.

In a few years, this proportion will become even more favorable to the American population, for the reasons we have set forth.

In the meantime Americans east of the Rockies will continue to come and live in California, all tending to increase the Caucasian population in the States, and make the Japanese population relatively smaller.

Under these conditions there is no danger of California being Hawaiianized, as some seem to fear.

(Continued on page 44)





## HIGHWAYS AND BYWAYS

**B**EWILDERING in variety—vibrant with life and color—pulsating with the activities of the people's daily life — paths of the city's business and pleasure — along whose clanging pavements move in never - ending always - interesting procession, rich and poor, old and young, sick and well, priest and rake, prince and beggar, geisha, singing girl, and housewife, motor car and ricksha, motor lorry and ox cart—distinct and original in even the noises and smells—

The streets of the city, particularly of any Oriental city, furnish the first striking impressions and the most vivid memories of metropolitan individuality.

You may walk down broad, straight, well paved avenues, with electric trams and electric lights, lined with handsome edifices of brick and stone, occupied by splendid spacious well lighted shops, such as Tokyo's Ginza or Kyoto's Gion, Shanghai's Bund or Hongkong's Queen's Road.

Walk off them a hundred steps and you find yourself in a maze of narrow winding, dimly lighted, crowded passageways, twisting their tortuous lengths between cramped houses and dark stores that house the teeming thousands of the city's people.

Just a turn in the road and you have lost all the evidences of Occidental progress that you hold so dear—

Just around the corner, into a labyrinth of byways of a strange and fanciful world—transitions as sharp as from daylight to dark;

These are the fascinations of  
The streets of the City.





*In the cities of both Japan and China, the custom of grouping kindred activities prevails. Thus, practically all the city's theatres and amusements are found in one section or along certain streets. Such a popular rendezvous naturally attracts many shops and restaurants to the vicinity, making the district the center of the gay life and nocturnal excitement. No vehicles are allowed on these streets, which are thus able to accommodate the throngs that frequent them. To fend off the summer's sun and the winter's rains, movable awnings of matting are stretched between the housetops, as shown above.*





*When the ships stop at Nagasaki, passengers enjoy the day ashore, visiting the unique shopping and teahouse quarter. Nagasaki is famous for its tortoise shell wares. The factories where these goods are made adjoin the salesrooms and customers can see the merchandise in process of manufacture. On festival days the streets are ablaze with decorations. Flags, banners, lanterns, and green branches of trees, adorn all the shop fronts, their bright colors making a sharp contrast with the dark wood and presenting a scene of fascinating variety, which is intensified by the continuous stream of people passing by.*





*In Canton, metropolis of South China, heavy wooden signboards, fancifully lettered in lacquer and gold, take the place of the brilliant airy lanterns and fluttering banners seen in Japanese cities. Dark, massive buildings flank the narrow, rough, stone-flagged passageways that are dignified with the name of streets. Transportation through these is necessarily confined to man-powered rickshas, sedan chairs or foot travel. As the whole city seems to live on the streets, getting about even by these is often difficult and the air is hideous with the cries of the ricksha men and bearers, forcing their way through the crowds.*



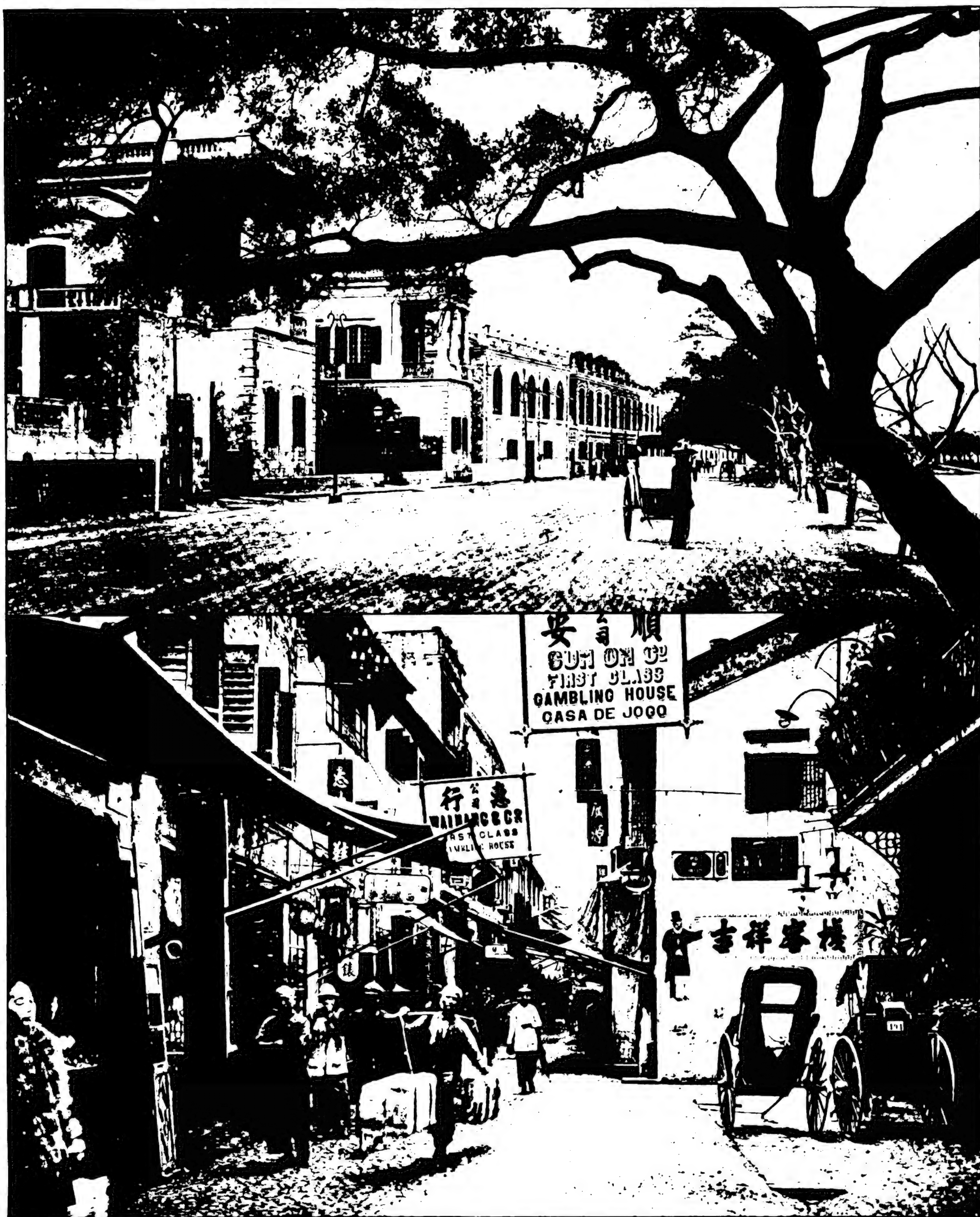
*In Shanghai's busy foreign section, in the upper panel, miles of fine stone business blocks line streets that are filled with modern motor cars, horse-drawn vehicles and rickshaws. As you stand on one of these, it is hard to realize that just around the corner, as it were, in the teeming native city, are conditions that have changed but little in the last decade. The "Chinese taxi" for the whole family, in the center of the lower panel, and the huge, ungainly cart to the right indicate the present modes of native transportation.*





Typical of Japan's progress in the handsome stone structure, shown above, which stands on one of Yokohama's principal streets. Wide sidewalks border the well-gravelled thoroughfare, which is equipped with the newest in electric standards and traffic police. In the lower panel is a street in the Japanese shopping center which ends in the long stairway that leads to the "Teahouse of One Hundred Steps" on the bluff above. This is one of the show places of Yokohama and the view from its portico embraces much of the city and the harbor.





Macao, ancient Portuguese settlement, first foothold of Europeans on the shores of China, is situated on a beautiful bay of the same name. Fronting on this is the Praya Grande, a noble boulevard, lined on the waterside with old shade trees and occupied by the leading hotels of the city on the other. Macao is famous as the "Monte Carlo of the East," as gambling of all kinds is licensed by the authorities. This is evident from the signs in the lower panel, in which a part of the native city is shown. Both of these "palaces of chance" claim the distinction of being "first-class" gambling houses. A gigantic lottery is also operated under government license.





The business section of Victoria, Hongkong, as shown at the top of this page, is filled with handsome edifices of brick and stone of an architecture particularly adapted to the climate of the place. Queen's Road, one of the principal streets, indicates the generous width and the excellent paving. Unlike most large cities, this business district is directly on the water-front, the chief landing pier being less than two hundred steps from the buildings shown. The Chinese city, which is reached in less than two minutes from this modern street corner, is densely populated and strikingly different in its people, activities, customs, colors, and odors.





## THE COST OF IT

Compliments and Criticisms  
on Jabez K. Stone's Stunt Trip  
"Touring the Orient on \$850"



**W**E have been having a world of fun out of the comments and letters provoked by the publication of Jabez K. Stone's article on "How I Toured the Orient on \$850.00." This story, which is a history of a personal experience by this well-known writer, tells in detail of how the author made the trip from San Francisco to Hongkong and return on the same steamer, as the result of a wager that it could not be done for any such sum as that set aside by him. That he made the voyage and did not spend any more than the stipulated sum was authenticated by documents and vouchers showing the detail of his expenses and these were reproduced in the recapitulation of expenses at the end of the article.

This story ran in three sections, and since the publication of the first, we have been receiving hundreds of letters from all parts of the world in connection with it. While we were particularly careful at the beginning of the series and at the beginning of each section thereof, to call attention to the fact that this was the story of a "stunt trip" and was published *as such* and not as one especially recommended for prospective travelers—that it was published to show just what *could* be done, as a minimum basis from which anyone might figure the expenditures as their taste dictated—from the tone of the letters received, many of our readers evidently overlooked this part of the article in their haste to contradict us.

If the article in question did nothing else, it has for one thing proved conclusively that JAPAN is thoroughly read by every one it reaches, and also that it covers the travel world in a way not equalled by any other publication. Among the letters elicited by this serial were those from Dublin, London, Paris, Cairo, Sydney, Sourabaya, Calcutta, Hanoi, Peking, Seoul, Honolulu, Victoria, Galveston, Quebec, New Orleans, New York, Chicago, and Los Angeles, to say nothing of the personal comment received in San Francisco. Most of these comments are from old-time experienced travelers and are therefore doubly interesting and instructive. Many of them are worthy of reproduction as they furnish valuable data on the actual conditions now prevailing across the Pacific.

Listen to this extract from the pen of our good friend George R. Allen of Seoul, Korea. To appreciate it to the full you must know that Allen is called the "Tungsten King" of Chosen; that he is the president of the Chosen Minerals Company, with vast holdings in Korea; that he comes to America at least once every year and that he is a "regular fellow" in every sense of the word, which is in keeping with his generous nature and lavish expenditure when he travels. He is known variously among the ships' attendants on the Pacific as the "cabin boys' delight," "the stewards' friend," "the waiter boys' angel" and "the generous one." With this information, you will appreciate this part of his letter:

"The last copy, containing the famous trip—'How I Did the Orient on \$850.00'—at hand, and if you want something to boost new advertisers and to show how widespread the circulation of JAPAN really

is, then make a special trip to the Orient and listen to the comment that article is bringing forth.

"You, as well, come in for your share, for you have personally made the trip and know that the statements published would not go down except to brand the person in question as a *cheap skate*.

"One day at the Kyoto Hotel at yen 8 is the limit.

"Friend Kent Clark at the Oriental Hotel, Kobe, would get rich from the amount Mr. Stone left with him.

"Evidently Stone was on the waterwagon from Yokohama on, for he left no chits when leaving the ship at Hongkong.

"Enough said. This is how friend Stone managed to pull through, but what has he to show for the amount invested? Nothing but the empty statement that he did the Orient. He saw nothing, had no lunches ashore—and beat it back to the ship for dinner, then used 'shank's mare' to visit the shopping districts after dark. The records do not show that he even bought a toothpick during the entire journey."

With all the above Allen does not dispute the accuracy of Stone's statements, for he concludes :

"As to doing the Orient on \$850.00, any person can do it, but Oh, what a name he would have made for himself!

"With a round-trip ticket in your pocket, there is no place in the world where sight-seeing is as cheap as in the Orient.

"What your readers want is an honest-to-goodness report as to the expenses and to live like a white man and not as a *cheap skate*, as the persons are called that in this age consider it a crime to tip (properly) their drivers and servants. Give us something along these lines and your readers will know exactly where they stand."

So much for George Allen's comment. It speaks for itself.

Now comes another letter, this time from the opposite side of the world. This is from our good friend, Albert S. Crockett, a newspaper man of parts and a traveler of wide experience, formerly American newspaper correspondent in Paris, London, South America and the Far East, and now editor of a travel periodical called the *World Traveler*, published at the Biltmore Hotel, New York. Crockett writes:

"In studying over that schedule of Mr. Stone's expenses, I find that he must have got a lot of things for nothing on the trip; (or did without them—Ed.) that he did not fee where the ordinary traveler would have had to fee. \* \* \* In Yokohama and Tokyo he practically did no tipping, for a yen and a half certainly would not see any one through four days in Japan. At Manila he must have slept (and lived) on the ship—which, of course, was his privilege—he did—Ed.) or else he ran into a good bunch of



friends at the Elks Club, as apparently he paid for only one meal. (He did. The dock at Manila is about ten minutes from the Manila Hotel and the Club and the ship ties up alongside and there is easy access to it at all times—Ed.) As for tips on the steamer, they seem smaller than would usually be expected. (Stone himself says this is so and was ashamed of it.—Ed.)

"Would it be too much trouble to revise Mr. Stone's schedule according to what *you* think would be the cost nowadays for such a trip? It can still be done reasonably, I am sure, even according to present money standards and is the sort of stuff people here like to read."

Sandwiched between these letters is one from Chester A. Doyle of Honolulu on the same subject. Everyone knows who Chester Doyle is; the man who just returned from a 60,000-mile handshaking tour as ambassador of the Hotel St. Francis, San Francisco, and the Pershing Square group of hotels in New York. *Bon vivant, raconteur*, traveler of world-wide experience, linguist in many tongues, possessor of the magnetic smile and of a plethoric purse, Doyle can speak with the authority of personal knowledge.

"Of course, there was no 'fake' about the Stone trip. I met him while I was in Japan and admired his nerve to try and make it on such a sum when we fellows were having a hard time getting by on an infinitely larger amount. I was with him for a day in Japan and know that he had to do some close figuring to get along; in fact I *now* understand why he was so anxious to arrange those 'dutch treat' motor trips with us.

"I know that anyone who wants to follow his steps and live as he did, can easily do the trip on the same amount, but of course he will miss the biggest part of the pleasure of the journey across the Pacific, which is found in the sociability enjoyed and new friendships acquired.

"My experience convinces me that the best way for anyone to estimate his expenses is to calculate on about the same amount as they would spend under ordinary circumstances here at home. This gives them ample leeway, including any variation of exchange."

Travel is of two kinds. That strictly for business, the quickest way of getting from one place to another; and that for pleasure, where speed is secondary to comfort and pleasure in the new sights and scenes is of first importance. Under either of these, the first requisite is to be provided with sufficient funds to see one through to the journey's end. To try and do it on a limited or fixed sum—except on a wager or something like that—is to carry along as excess baggage something that effectually forbids pleasure,—the fear of "going short" before the journey is through.

It is a matter of universal agreement that the trip to the Orient, "along the pathway of the sun" via Honolulu, is the wonder journey of all the world. It is a long trip, a voyage that requires plenty of time for its enjoyment and by the same token needs sufficient funds in order that it may be filled with greatest pleasure and interest. The good time flees at the specter of an empty purse, especially when one is far from home and separated by a wide expanse of ocean.

Outside the actual expenses,—the necessary costs of transportation, hotels, meals, sleepers, tips, conveyances, and the like—there is a certain amount needed for purchases of little things, of souvenirs as it were, as well as the money needed for entertainment, for one has to do his

share even though it be a small one. We know of a certain capitalist of San Francisco who went out to the Orient with an enormous letter of credit and who was "broke" before the trip was half over, and had to cable for more funds because both he and his wife were ardent collectors and could not resist the lure of some beautiful wares that they thought would be valuable additions to their cabinets of curios. We know of others who did not spend nearly as much as they thought they would because they did not find just the things that they wanted.

The travel essentials can easily be figured down to a reasonable degree of accuracy. The transportation charges are known, as are the hotel rates. Just what class of accommodations is necessary to one's comfort and happiness depends on the person and that is what makes it so hard for anyone to figure as George Allen suggests, "a schedule that will fit the average traveler."

So we fall back on the first announcement made in connection with Mr. Stone's story, that in presenting a minimum basis of expense even on such a "wager trip," we offer something from which the reader may draw his own conclusions and adapt them to the style of living to which he has been accustomed.

### Just What Will the Trans-Pacific Tour Cost?

We have stated above that, at the present time, the Orient is the cheapest place in the world to travel. This is in the face of the present high prices of labor and commodities which prevail the world over. In addition to the attraction of comparatively low prices—as compared with the rest of the world—there is the intangible something, variously described as the "lure of the Orient," "the mysticism of the Far East" and other high sounding phrases, which, reduced to common terms, means the charm of the entirely new and bizarre, which is found only in those lands that lie beyond the Pacific "Along the Pathway of the Sun." The importance of this element cannot be overestimated. The Orient may well be called the "last stand," as far as the traveler in search of the new is concerned. Using the term in its broadest sense, to include all the lands that border the Pacific,—Japan, China, Indo-China, Siam, Burmah, India, Ceylon, Java, Borneo, Sumatra—it is only there that the traveler truly realizes that he is a foreigner and among strange peoples. The visitor to Europe, in practically any part, will find the people among whom he is traveling, in a way his own kin, even though they differ in color, language and customs. In the main, their ways are his ways and their habits and tastes run along the same lines as those to which he has been accustomed. When he visits the Orient, particularly Japan and China, he finds himself in a land whose homes, whose very customs and modes of life, whose trends of thought itself are in sharp contrast with everything to which he has become habituated. In England, Spain, Italy, Austria, Russia even, he is a stranger but not a "foreigner." In the Far East, he is, for the first time, visibly impressed by the fact that he is truly a "foreigner" surrounded by the teeming millions of an alien people.

It is, perhaps, this fact, along with the idea of strange money, and long distance from home, that gives to many people a feeling of uncertainty when contemplating the tour of this delectable vacation land. They are at a loss what to expect and in many cases lose the perspective gained from former travel experiences. They are easily led and believe all the exaggerated stories that returning travelers tell of their own expenses, which are more often than not tinged with a desire to make the speaker appear important because of them.

Thus, they talk of the day's expenses—of the costs at

(Continued on page 46)





## The Soul of the Samurai

By JANE KYNERSLEY

**Y**OU see them everywhere about Japan. In the windows of the curio shops, in the special rooms of the museums, in the homes of the rich, and you are also told that they repose in the principal shrines. "They" are the swords. No nation in the world possesses as much literature on this subject as Japan and in no other country is the interest in the subject as great as there.

In the National Museum of Arms at Tokyo, there are two rooms in which repose superb collections of these beautiful weapons. In them, the history of the Empire is shown—the development from the earliest times when the sword was a crude unsightly weapon, more of a club than a cutting tool—to the days when making of the sword was one of the fine arts and was carried on with all the rites and formalities of a religious ceremony.

The sword is as old as anything in Japan.

It is indeed inseparably associated with the very beginnings of Japanese history.

Many years earlier than the days of good English King Arthur, who according to the story, proved his supermanhood by drawing the brand Branstock from the heart of the anvil, where it had been fixed by the magician Merlin, as a test of the royal blood, the Japanese demi-god, Susanonowa, fighting the dragon, which threatened all the country round, found buried within the monster's side another famous weapon, which has since come down to history as one of the three national treasures and reposes in the national archives at Ise. There is an interesting similarity in these two legends which is nearly duplicated in the old Eddas that tell how bold Sigurd fought with the dragon Fafnir and wrested its power from it with the sword Gram, or how Frey the Powerful lost his wonderful sword to Skirnir.

Japan has always been a militant nation.

Its history is one of continued fighting, first between the neighboring tribes, then between the great families and later on between the daimyos and ruling clans. For this reason the making of swords has always been a profession of the highest esteem, in many cases under the direct patronage and order of the ruling families, who raised the sword makers to high rank and gave them numerous perquisites.

The collecting of sword blades and sword guards ("tsuba") are among the most fascinating hobbies and there are many who have devoted years to this interesting pursuit. Among these sword connoisseurs the history of the Japanese blades is divided usually into seven epochs. These are as follows:

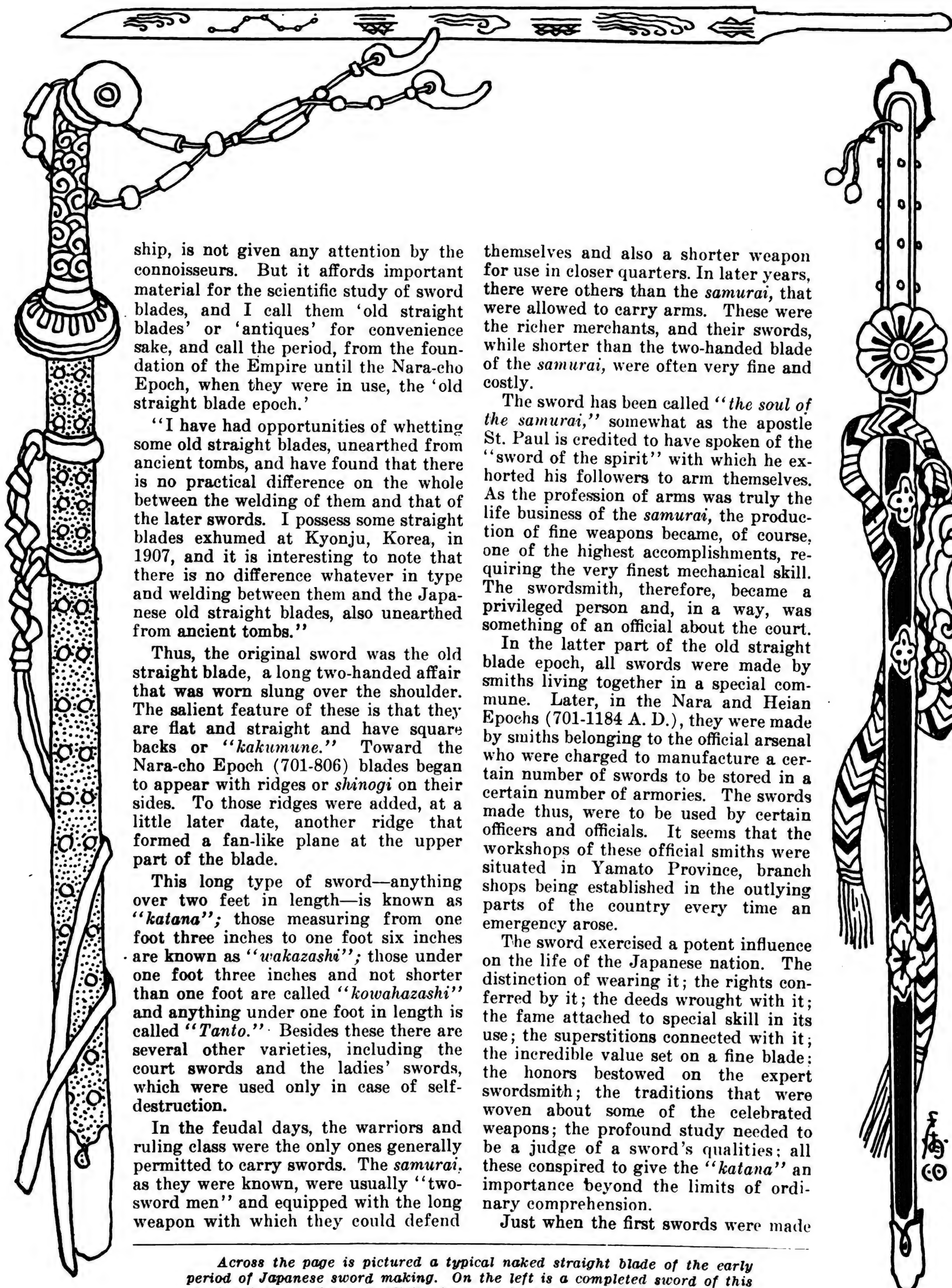
- The Nara-cho Epoch (701-806 A. D.).
- The early Heian-cho Epoch (806-987 A. D.).
- The late Heian-cho Epoch (987-1184 A. D.).
- The Kamakura Epoch (1184-1334 A. D.).
- The Namboku-cho Epoch (1334-1394 A. D.).
- The Ashikaga Epoch (1394-1596 A. D.).
- The Tokugawa-Meiji Epoch (1596-1919 A. D.).

These seven epochs cover a period of over twelve centuries, and one of the earliest swordsmiths of whom there are modern records was Amakuni, who flourished in the eighth century. Like many other arts, sword making came from China, where it was developed under the Tang Dynasty. Swords made during the above periods are classified into four divisions; those made before 1394 are known as "antique"; those made between that date and 1596 (Ashikaga Epoch) are called "old," while those forged between 1596 and 1804 are called "new," with a subdivision of "shin shin" or "new new" for all made since that time (1804).

According to C. Okonogi, an authority on swords, writing on this subject in a recent edition of the *Asian Review*, published in Tokyo,

"It must be borne in mind that all swords recognized by sword collectors are those made after the era of Taiho (701 A. D.). Of course, history clearly shows that the art of sword-making was known to our forefathers even before the Nara-cho Epoch, as demonstrated by the swords exhumed from old tombs; and the swords made before this epoch were held sacred by old shrines and temples. It is recorded that in the reign of the Emperor Suijin (27 B. C.—71 A. D.), that sword makers were brought over from Korea to Japan to make weapons for the nobility. This indicates that the art was practiced in both these countries at a very early date. All those old swords are of a peculiar type, quite different from the later ones, all having straight blades. This straight type had long ago fallen into disuse, and being extremely crude in workman-





ship, is not given any attention by the connoisseurs. But it affords important material for the scientific study of sword blades, and I call them 'old straight blades' or 'antiques' for convenience sake, and call the period, from the foundation of the Empire until the Nara-cho Epoch, when they were in use, the 'old straight blade epoch.'

"I have had opportunities of whetting some old straight blades, unearthed from ancient tombs, and have found that there is no practical difference on the whole between the welding of them and that of the later swords. I possess some straight blades exhumed at Kyonju, Korea, in 1907, and it is interesting to note that there is no difference whatever in type and welding between them and the Japanese old straight blades, also unearthed from ancient tombs."

Thus, the original sword was the old straight blade, a long two-handed affair that was worn slung over the shoulder. The salient feature of these is that they are flat and straight and have square backs or "*kakumune*." Toward the Nara-cho Epoch (701-806) blades began to appear with ridges or *shinogi* on their sides. To those ridges were added, at a little later date, another ridge that formed a fan-like plane at the upper part of the blade.

This long type of sword—anything over two feet in length—is known as "*katana*"; those measuring from one foot three inches to one foot six inches are known as "*wakazashi*"; those under one foot three inches and not shorter than one foot are called "*kowahazashi*" and anything under one foot in length is called "*Tanto*." Besides these there are several other varieties, including the court swords and the ladies' swords, which were used only in case of self-destruction.

In the feudal days, the warriors and ruling class were the only ones generally permitted to carry swords. The *samurai*, as they were known, were usually "two-sword men" and equipped with the long weapon with which they could defend

themselves and also a shorter weapon for use in closer quarters. In later years, there were others than the *samurai*, that were allowed to carry arms. These were the richer merchants, and their swords, while shorter than the two-handed blade of the *samurai*, were often very fine and costly.

The sword has been called "*the soul of the samurai*," somewhat as the apostle St. Paul is credited to have spoken of the "sword of the spirit" with which he exhorted his followers to arm themselves. As the profession of arms was truly the life business of the *samurai*, the production of fine weapons became, of course, one of the highest accomplishments, requiring the very finest mechanical skill. The swordsmith, therefore, became a privileged person and, in a way, was something of an official about the court.

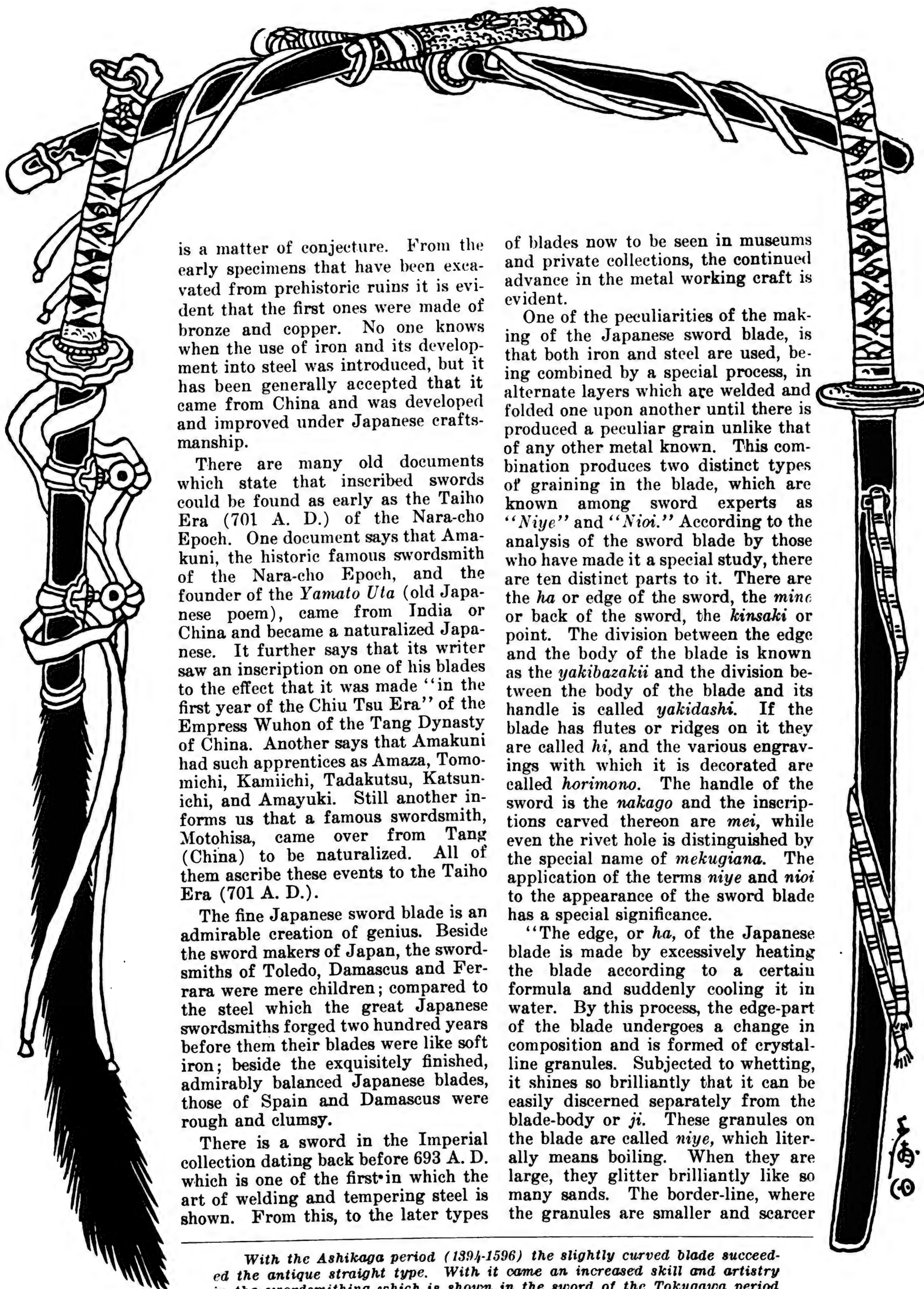
In the latter part of the old straight blade epoch, all swords were made by smiths living together in a special commune. Later, in the Nara and Heian Epochs (701-1184 A. D.), they were made by smiths belonging to the official arsenal who were charged to manufacture a certain number of swords to be stored in a certain number of armories. The swords made thus, were to be used by certain officers and officials. It seems that the workshops of these official smiths were situated in Yamato Province, branch shops being established in the outlying parts of the country every time an emergency arose.

The sword exercised a potent influence on the life of the Japanese nation. The distinction of wearing it; the rights conferred by it; the deeds wrought with it; the fame attached to special skill in its use; the superstitions connected with it; the incredible value set on a fine blade; the honors bestowed on the expert swordsmith; the traditions that were woven about some of the celebrated weapons; the profound study needed to be a judge of a sword's qualities; all these conspired to give the "*katana*" an importance beyond the limits of ordinary comprehension.

Just when the first swords were made

Across the page is pictured a typical naked straight blade of the early period of Japanese sword making. On the left is a completed sword of this "antique" type, whose simplicity is in decided contrast to the one on the right which belongs to the Kamakura period.





is a matter of conjecture. From the early specimens that have been excavated from prehistoric ruins it is evident that the first ones were made of bronze and copper. No one knows when the use of iron and its development into steel was introduced, but it has been generally accepted that it came from China and was developed and improved under Japanese craftsmanship.

There are many old documents which state that inscribed swords could be found as early as the Taiho Era (701 A. D.) of the Nara-cho Epoch. One document says that Amakuni, the historic famous swordsmith of the Nara-cho Epoch, and the founder of the *Yamato Uta* (old Japanese poem), came from India or China and became a naturalized Japanese. It further says that its writer saw an inscription on one of his blades to the effect that it was made "in the first year of the Chiu Tsu Era" of the Empress Wuhon of the Tang Dynasty of China. Another says that Amakuni had such apprentices as Amaza, Tomomichi, Kamiichi, Tadakutsu, Katsunichi, and Amayuki. Still another informs us that a famous swordsmith, Motohisa, came over from Tang (China) to be naturalized. All of them ascribe these events to the Taiho Era (701 A. D.).

The fine Japanese sword blade is an admirable creation of genius. Beside the sword makers of Japan, the swordsmiths of Toledo, Damascus and Ferrara were mere children; compared to the steel which the great Japanese swordsmiths forged two hundred years before them their blades were like soft iron; beside the exquisitely finished, admirably balanced Japanese blades, those of Spain and Damascus were rough and clumsy.

There is a sword in the Imperial collection dating back before 693 A. D. which is one of the first in which the art of welding and tempering steel is shown. From this, to the later types

of blades now to be seen in museums and private collections, the continued advance in the metal working craft is evident.

One of the peculiarities of the making of the Japanese sword blade, is that both iron and steel are used, being combined by a special process, in alternate layers which are welded and folded one upon another until there is produced a peculiar grain unlike that of any other metal known. This combination produces two distinct types of graining in the blade, which are known among sword experts as "*Niye*" and "*Nioi*." According to the analysis of the sword blade by those who have made it a special study, there are ten distinct parts to it. There are the *ha* or edge of the sword, the *mine* or back of the sword, the *kinsaki* or point. The division between the edge and the body of the blade is known as the *yakibazakii* and the division between the body of the blade and its handle is called *yakidashi*. If the blade has flutes or ridges on it they are called *hi*, and the various engravings with which it is decorated are called *horimono*. The handle of the sword is the *nakago* and the inscriptions carved thereon are *mei*, while even the rivet hole is distinguished by the special name of *mekugiana*. The application of the terms *niye* and *nioi* to the appearance of the sword blade has a special significance.

"The edge, or *ha*, of the Japanese blade is made by excessively heating the blade according to a certain formula and suddenly cooling it in water. By this process, the edge-part of the blade undergoes a change in composition and is formed of crystalline granules. Subjected to whetting, it shines so brilliantly that it can be easily discerned separately from the blade-body or *ji*. These granules on the blade are called *niye*, which literally means boiling. When they are large, they glitter brilliantly like so many sands. The border-line, where the granules are smaller and scarcer

With the Ashikaga period (1394-1596) the slightly curved blade succeeded the antique straight type. With it came an increased skill and artistry in the swordsmithing which is shown in the sword of the Tokugawa period on the right. At the top are two other styles of weapons.



between the edge and the blade-body does not shine so brilliantly as the edge, and cannot be seen clearly. It is a hazy, wavy line or lines which can be seen only by holding the blade at a certain angle against sunshine. This is called *nioi*, or literally translated 'fragrance.'

"The *nioi* is sometimes as slender as a line or thread. Sometimes it is in dotted lines; and sometimes it forms a curved line. The *niye* and *nioi* are very important factors in deciding the merits of a Japanese blade, the beauty of a sword depending much upon these qualities. The deeper the *nioi* is, the more beautiful the patterns on the edge grow. As for the *niye* or granules, they are best when they are regular and fine and worst when large and irregular.

"In welding a blade, a chink or chinks are often made, along which granules develop conspicuously. This group of granules presents a brilliant, beautiful line or lines between the edge and the blade-body. It has hitherto been much prized as the *inauma* (lightning), the *kin-sen* (golden line), or the *jifu*; but it is nothing but a defect, as it were, on the blade formed during the process of welding, as can be demonstrated by microscopic inspection.

"Blade patterns are formed by covering the blade with mud before heating it; and the patterns differ according to the manner of applying the mud to the blade by individual swordsmiths. This gives an important clue to the connoisseur in the identification of any sword.

"Patterns on the blades are many and various, and each has its own name. Roughly speaking they are divided into the two kinds: the *sugu-ha*, for regular edge, and the *midare-ha*, or irregular edge. The *sugu-ha* is that kind of edge which has an almost straight line of border with the *ji* or blade-body. The *midare-ha* is the edge which has an irregular line of border with the blade-body."

To attain this combination in forging and welding, required a long time and a wonderful skill, that was handed down from father to son as a gift. After the welding had been satisfactorily accomplished through its various processes, the next step was the tempering, which in itself was equally difficult. Unlike the swordsmiths of Europe, who strove for a uniformly high temper that gave the weapon the flexibility of a watch spring, the Japanese craftsman strove to secure a very different result. This was the production of two tempers in the same blade; an edge of such hardness that it would sheer through anything, and a softer temper for the rest of the blade, which while allowing some springiness, gave the proper rigidity to the whole.

This was demanded by the practice of the Japanese warrior, who used the slashing cutting stroke instead of the

thrust, which was more commonly in use among the fighters of the Occident. The *samurai* are said to have become so expert in the use of these long two-handed swords that they could cleave a man's body in twain at a single stroke.

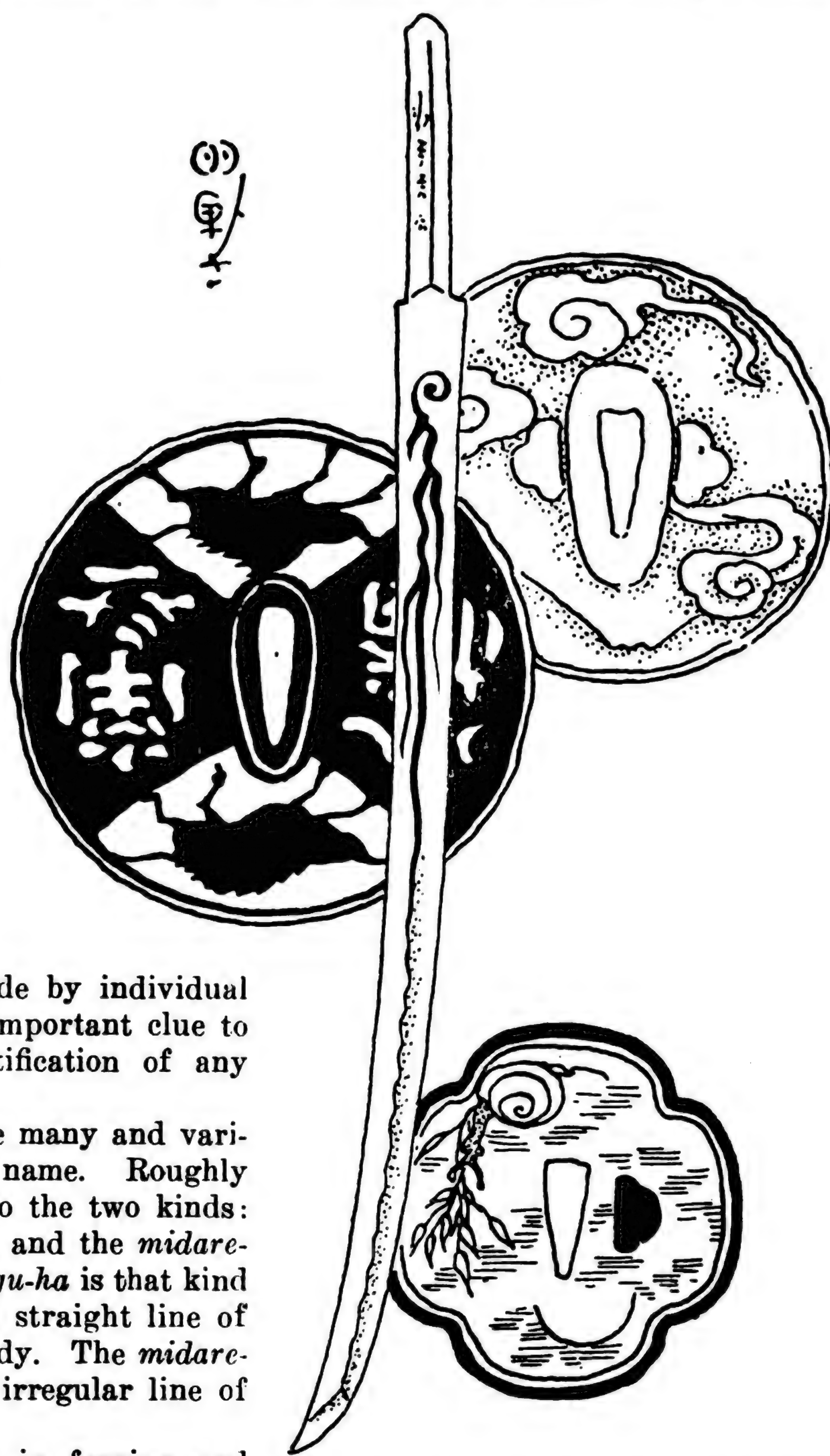
The forging and tempering of the sword was always an occasion of much ceremony and formality. It sometimes took on the nature of a religious rite, particularly if the weapon was designed for some high official or member of the royal house. Both the mastersmith and all his assistants went through forms of purification; prayers were said before the god of war and the patron of the warriors; the shop was cleansed and decorated and the work was begun under conditions that were at once solemn and impressive. After the tempering of the blade the design was applied by means of clay, a wide range of elaboration being allowed the artist.

After such demands of skill, patience, art and time in the making of the blade itself, it is but natural that no expense should be spared in the decoration of it. Thus the guards—"tsuba"—afforded an opportunity for the display of artistic skill in ornamentation, which was in keeping with the value of the blade itself. A feature of the *tsuba* was the introduction of the two slits in it to hold the small daggers which were a necessary part of each sword's equipment. These were known as the *kodzauka*, which was used by the owner to make certain of the death of his enemy by thrusting it through the ear drums of the fallen foe, and the *koghai*, which was the dagger reserved for use against himself should he meet defeat—by which he could kill himself rather than be taken prisoner.

Many people who have no fancy for the sword blades themselves are ardent admirers of the beautiful *tsuba*, of which there are many important collections. In speaking of these works of art, Edgar Jepson, the well-

known English art critic, recently said in an article on Japanese art:

"The beautiful lacquer and soft metal *tsuba* are often of an amazing virtuosity; and they display a delicate richness of fancy and design hard indeed to match in European art. I have seen scores of soft metal *tsuba*, marvels of ingenious and elaborate metal work which, could he see them, would make Benvenuto Cellini wonder and admire. They would probably make him furiously jealous so far do they rise above the best of his own work in metal. The bulk of English collectors are chiefly



In the above drawing the naked blade (*shiraka*) with the *Niye* and *Nioi* purposely accentuated is shown, together with three designs in the ornamental *tsuba* or sword guards.



interested in the soft metal *tsuba*; but a number of them and an even greater number of the French collectors are coming more and more to admire the iron *tsuba*, the old fighting *tsuba*. Assuredly they fulfill better the true protective function of the sword-guard. So many of the soft metal *tsuba* are no more than beautiful ornaments with which the Daimyo decorated their blades when they went to court. There are *tsuba* wrought by the old armorers, by smiths of the Miochin family, by Akasaka and Iizen smiths which are a more lasting delight to the eye than the ornamental *tsuba*, for the beauty which comes from simplicity, breadth, and a wholly admirable balance of design."

Nor did the embellishment of the sword stop with the decoration of the blade and the lavish ornamentation of the *tsuba*. So magnificent a work as the completed sword deserved the richest and most elaborate housing and the making of the scabbards became as much an art as the making of the sword itself. Not only must the scabbard be a proper receptacle for the masterpiece of the swordsmith, but it must also be representative of the rank and wealth—the position and prominence of the owner. They were usually made of the finest lacquer, on which was lavished a wealth of design, of inlaid pearl, of gold and silver, of jewels, and even of painting,—that made them a delight to the eye, the pride and joy, most cherished possession,—next to the blade itself—of the owner and his family.

In the olden days when the sword was a thing of use as well as of beauty, it was given a special place in the house of the owner. There were special racks or receptacles for them which stood before the *kakemono* and the offerings to the gods. When the master departed from his house the sword was taken from its place and presented to him with due form and ceremony by the members of the family, and when he returned it was once more placed in position with prayers of thanksgiving, there to remain until called into use again.

Occupying such a prominent place in the household and being so necessary a part of the equipment of every *samurai*, the sword became an object of peculiar veneration and a code of ceremony and procedure gradually grew up about it. It was bad form to enter the house of a friend wearing one's weapon, so the swords were handed to a special retainer at the door, who took care of them until the guest's departure. Among the great families the swords were handed down from father to son and to sons' sons and their possession was a matter of greatest pride and reverence. Visitors were expected to ask to be shown these valuable relics and the showing was made with the most precise observance of the prescribed forms of etiquette.

Thus the sword itself was never touched with the bare hands, but always handled with a special piece of silken brocade kept for that purpose. It was taken from its abiding place on the rack with reverent care and first raised to the heavens in respect to the spirits of the ancestors who had wielded it and the smith who had welded it. In drawing the blade from its sheath it was an insult to the guest if the point be turned toward him or the cutting edge be turned away from the one who was exhibiting it. It was drawn from the scabbard with meticulous care and scrupulous slowness, and then handed to the guest for examination. He in turn received it with the greatest care, holding it flat, with the edge and point away from his host. If he wished to examine both of its sides, it was necessary for him to turn his back to the owner, so that, at no time, could there be anything that could be construed as a menace to the host.

After the exhibition the sword was slowly returned to its sheath by the visitor and handed back to the owner with formal bows and restored to its proper place with the same formalities as accompanied its taking down.

With the coming of the Restoration in Japan in 1868, came the decline of the importance of the sword.

Its use became limited, as the powers of the Shoguns and the fighting *samurai* decreased, until finally it became merely a badge of authority or rank and the insignia of honor instead of the mighty fighting weapon of the earlier



The departure of the samurai from his home, whether bound for the battlefield or to attend the court of his feudal lord, was an occasion of great ceremony, in which the presentation of his weapons had a prominent part, similar, in a way, to the giving on of the armor under the old knightly customs of England.

days. This situation became the same, however, all over the world with the introduction of modern firearms and long-range artillery, which made the use of the sword more decorative than effective.

The fighting had now taken on an entirely different character from the days of old or even of the previous wars of modern times. No longer was there the personal element in the combat except when charges "over the top" were made. This does not mean that there was no personal fighting at times, but that under ordinary conditions the men were separated by considerable distances and except in the charges and storming of trenches did not get into the hand-to-hand fights which were usual in the days before the coming of the high-power rifle and machine-gun and the murderous long-range fire of the great cannon.





*this engraving Toyokuni, who loved to depict such martial scenes, has shown us one of Hidespahi's doimoys being presented with his sword, which has been taken from its place and is being held in the true formal manner. His lady is standing at one side, concealing her grief at his departure, by her noble recognition of his duty.*

In the case of the fighting among the men in the ranks, when the order to "go and get them" was given, the hand-to-hand fighting was done with the bayonet and not with the sword.

In the last war, the officers had but little use for this sort of weapon and looked on it, as a whole, as an impediment.

Swords are practically barred from the field service in all armies at the present time, their use being confined to parade and dress wear. The modern automatic revolver takes the place of the sword as a matter of protection for the officer, and today the cavalry are thus equipped, in addition to the sword or saber, which are yet the distinguishing badge of this branch of the martial service. Even in this the limitations of the sword have been

recognized and many troops are also supplied with carbines and short rifles in addition to the cutting sabers.

Yet as a symbol the sword will probably never lose its potency. It typifies, as does no other emblem, the fighting spirit, the intimate weapon upon whose quality, united with the personal skill of the owner, depended the very life of the fighter.

It is so different and unusual a weapon—a thing of greatest service, as well as an article of superb beauty—an accoutrement of so pleasing a complement to the wearer's appearance—and with so romantic a background down the pages of history—that it will never be discarded.

Because of this recognition of the sword as the emblem of martial superiority, it is the favorite gift of those who would express their appreciation of military valor and leadership. For this reason, when the City of New York and also the city of his birth, wanted to honor General Pershing, no more fitting offering could be found than a costly sword in a superb gold-mounted and gem-encrusted scabbard—the work of the most skillful jewelers in the land. In like manner, were Marshal Foch and other generals honored by their respective countries, the sword being used as the synonym of all military virtue and honor. This has been carried out even more successfully by the Japanese officials, who in token of their respect for the other nations, have made it a practice to send one of the superb products of their swordmaker's skill to the rulers—a much more knightly courtesy than could be expressed with any other present, no matter what its value.

The sword of Japan has well been called as above stated, "the soul of the samurai," and Nippon itself was called, for the extensive production and general use of this weapon "the land of blades."

Although the day of the sword, as a means of offense or defense, the weapon by which life could be taken or saved, has passed, yet in Japan the sword will ever have a prominent place, because of the marvelous beauty which the artist-worker made imperishable in the steel and gold and silver with which he worked. Because true beauty and art are immortal, no matter in what form they appear, the work of the swordsmiths of Japan will always be preserved and handed down from one generation to the next as a symbol of the indomitable spirit of the fathers.

Japan is not alone in its reverence for the swords of the fathers. There is scarcely a museum in the world that does not contain at least one of these weapons, wreathed about with historic association and chivalrous memory. Perhaps the most famous legend was of King Arthur's sword, Excalibur, given to him by the Lady of the Lake, and not to be confused with the first sword which he drew from the anvil in competition with all the other lords of the land. Excalibur bore on its richly begemmed hilt the inscription on one side, "Take me," and on the other "Cast me away," which instructions the King carried out to the letter at his death.

Among the famous swords may be mentioned the sword of Atilla, the sword of Tamerlane, the costly weapon of Charlemagne, the sharp-edged tool of Richard the Lion Heart, the cimitar of Mahomet. Of more modern times there are the swords of the Iron Duke of Wellington, the sword of Napoleon, and even the dress sword of Washington.

No more fascinating study can be recommended to visitors to Japan than that associated with the swords of that country. It takes the student back to the earliest days of the nation's life, and leads through many chapters dark with blood and strife, yet filled with knightly deeds, pointing the way that finally culminated in the development of the code of "Bushido," the chivalry of Japan, which was very like the oath of chivalry taken by those of King Arthur's Round Table, and dearer to the heart of the devotee than life itself. In addition to being exponents of this knightly creed, the swords of Japan are, in themselves, such magnificent works of art, and such things of beauty, that they are a joy forever. Outside of some of the splendid collections of private individuals, the best exhibition of these weapons is to be seen in the Museum of Arms at Tokyo, which will be found well deserving a visit.



DECEMBER 1920—ISSUED NOVEMBER 1st  
 "Japan"—An Illustrated Magazine of Oriental Travel and Trade Development  
 Published on the first of each month by  
 TOYO KISEN KAISHA  
 Business and Editorial Office: Suite 308, 425 Market Street, San Francisco.  
 JAMES KING STEELE, Editor.

## EDITORIAL

### More About the Jones Bill

At a meeting of the New York Chamber of Commerce, one of the most influential commercial bodies in America, held early in October, a resolution was adopted calling on the President to act in the appointment of the new members of the Shipping Board so that that body could get down to work and decide on what and how the provisions of the act would be enforced. Accompanying the resolution was a report which offered considerable criticism of the present vacillating policy of the Board in regard to the provisions of the Jones bill, which it is claimed is working a hardship on every one in the shipping business today. The text of the resolution and a part of the report are as follows:

"Resolved, That the Chamber of Commerce of the State of New York urges the President to appoint as soon as possible the necessary Commissioners to fill the necessary vacancies on the United States Shipping Board as authorized under the Merchant Marine Act of 1920 in order to enable that Board to organize on a businesslike basis and to have in its councils a membership of a size more in keeping with the tremendous enterprise involved."

In the report the following statements were made:

"In the Merchant Marine Act, 1920, which was signed by the President on June 5, a United States Shipping Board of seven members was created. The provisions of the act provide that these members, to be known as 'Commissioners,' shall be appointed by the President by and with the advice and consent of the Senate. Two commissioners are to be appointed from the Pacific States, two from the Atlantic seaboard, one from the

Gulf, one from the Great Lakes, and one from the interior; not more than one from the same State, nor more than four from the same political party. Commissioners are to be free from pecuniary interest in any common carrier subject to the act. The members shall be appointed as soon as practical after the enactment of the law, and shall devote all their time to the duties of the office. The duties of the Board may be so divided that under its supervision the directorship of various activities may be assigned to one or more commissioners.

#### Too Few Members

"The Marine Act was passed and became a law the day Congress adjourned, and the affairs of the United States Shipping Board under the new laws have since been administered by two incumbents of the old Board, although a board of two members is entirely insufficient to handle the gigantic business over which it has control. (And the Act expressly provides for action by a quorum of four members.—Ed. JAPAN.)

"By the provision of the Act the Board is instructed to sell as soon as practical, the Government owned vessels, to establish new shipping lines, to maintain certain funds to aid construction of new vessels and in general to provide for the disposition, regulation and use of the mercantile marine owned by the United States. The Board has under its jurisdiction the largest property interests in the world. Both the size of the undertaking as well as its efficiency demand a full Board of seven in order that the directorship of the various activities may be divided among these members. It has been a very serious misfortune that this Board could not have been increased to its full complement immediately when the Marine bill came a law.

#### Criticism Justified, Says Report

"Your committee on the harbor and shipping believes that much of the criticism made of the existing Shipping Board is justified. With the present small Board it is quite reasonable to expect many mistakes. These are costing the Government millions of dollars. Owing to the Board's bungling and indefinite policies foreign ships are getting much business which properly belongs to American vessels. For instance, in the regulation of charters mistakes have been made involving great pecuniary loss to American ships. It is seldom feasible for individual ship-owners to make an appeal to Washington because the executives are not there who can hear the case and provide a remedy where possible. By increasing the Board from two to seven members it would be a tremendous help to our American merchant marine in these troubled times."

With all the tumult and the shouting that has characterized the political campaign in California and on the Pacific Coast, wherein if one credited the public prints, the "paid pipers of anti-Japanese propaganda," as George Bronson Rea once called them, he would think that all the world was ablaze with animosity against the sons of Nippon,—the dignified and eminently sane comments of some of the Japanese officials that have been occasionally published stand out with singular clearness. Two of these, taken from the daily papers, where they were well buried under telegraphic news, are worth reproduction and consideration:

PARIS—"Viscount Ishii, new Japanese Ambassador to France, in an interview published by the *Journal des Debats* on Japanese-American relations, is quoted as saying that the California land question is a matter for calm consideration by Japanese envoys and American experts.

(Continued on page 43)





*Down the steep mountain sides, into the canyons, and over the level plateau, the lava flood moved on its slow, inexorable way. Forests of ancient trees, rich meadow lands, acres of young and tender second-growth timber, were blotted out by its withering, fiery course, that left the fair face of nature a bleak and smoking desolation. In the above photograph, by K. Maehara of Honolulu, the scorching waves are seen overwhelming a clump of young ohia trees.*

## THE BIRTH OF A MOUNTAIN

By L. W. DeVIS NORTON,  
Hawaiian Volcano Research Association.



ON the 29th of December, 1919, the great desert that lies to the immediate south of the volcano of Kilauea was rent apart and, amid shattering of rock, immense crevasses appeared in what had been an almost featureless sandy plain.

The phenomenon was not unexpected. During the whole of the previous summer the molten lavas from the fiery throat of Kilauea had been steadily spilling over and spreading out all around the floor of the vast crater. Then in October the mighty Mauna Loa had lost her temper and, in a terrific torrent of molten fire, had rolled down her flank into the distant Pacific Ocean. As soon as this outburst was over, the bottom dropped out of Kilauea and the entire throat of the volcano drained rapidly away to a depth of several hundred feet below its mouth. Avalanches crashed in deafening succession, great islands, many acres in extent, that formerly had reared themselves above the

molten lava lakes suddenly careened and, turning over, foundered with terrific explosions. The molten lakes roared hither and thither in wild confusion and it seemed as though the whole world were coming to an end.

A pause of a few days ensued and then, to the intense astonishment of the scientists on duty at the observatory, the funnel-shaped abyss commenced to refill from below, the lava welling up in thousands of fountains and in a few days attaining a level less than three hundred feet below the pit rim.

And now ensued something else, for within the main crater and immediately to the southward of the active throat of the volcano, appeared columns of ascending steam and sulphurous gases. Upon visiting the spot it was found that the ground was opening and presently those who stood upon the edge of the cleft could hear the rumbling roar of lava growing louder and louder. Within a few moments it became visible and soon was

hurling itself in livid jets of white-hot magma upward toward the sky. This flow, however, was short-lived and after a couple of days ceased to run.

It was, however, immediately after this that fume clouds were seen rising from the desert at a point eight miles further south and within twenty-four hours a mighty stream of lava was steadily welling out from a great crevasse and had commenced to spread in fan shape over the surrounding country. It did not travel very fast, in fact, it was easy enough after a ten-mile drive from the Observatory and a three-mile walk through easy scrub country, to get to the face of this flow. True, it kept one dodging about fairly rapidly. It is unwise to lie down and go to sleep immediately in front of a lively lava flow, also the climate in its vicinity is apt to be sultry. It was necessary also to keep a sharp lookout for unexpected branchings out from the main flow that would have a tendency to cut off one's retreat.

But there was one amazing spectacle again and again repeated. The whole of the desert country has been built up of flow after flow and in cross-sections much resembles a gigantic honeycomb; tunnel has been superimposed upon tunnel from unknown depths to the surface and many of these tunnels would run for several miles and then come to an end in a cavern that had no exit.

And now the living lava was found to be rushing underground through these tunnels at a faster rate than it flowed on the surface, and upon reaching the end of a tunnel was compressing the air it drove before it and causing the roof of the cavern to be blown open with a terrific explosion. It was an extraordinary experience to climb a tree and see sections of apparently peaceful desert being hurled high into the atmosphere by an invisible force. Some of us who were visiting the scene sat down to eat sandwiches upon the top of a low mound. We had not been there many moments before we felt the mound quiver ominously under us. Unanimously we remembered an immediate engagement away from there and, gathering up our sandwiches, we fled. Less than ten minutes later the whole mound shot skyward with an appalling roar and a stream of lava gushed out of the shattered roof.

Within a very few days the face of the main flow had traversed a vast section of the desert and was entering the forest lands beyond. And here it commenced to pile up in craggy masses twenty and thirty feet high, resembling vast heaps of red-hot coke, and grinding inexorably along, gouging the vast forest trees from their root-holds and often bearing them along as flaming torches in malicious triumph. It seemed a pity somehow to see

that glorious forest with its tropical foliage being relentlessly buried by a merciless enemy. One could not help remembering that it would be many thousands of years before the lava would become sufficiently disintegrated to permit a revival of the forest growth. It had probably taken thousands of years for that splendid forest to come into existence and it was with a lump in the throat that one witnessed its destruction.

But what was happening at the source of this great lava flow? An expedition of discovery showed that it was possible to walk over the rapidly cooling lava towards the source of the stream and to reach the actual point at which it had emerged from the desert. But here a great surprise awaited the discoverers, for the entire contour of the country had altered and in front of them loomed a veritable mountain that a week previously had had no existence. It was already several hundred feet in height and four to five miles in length, bearing in profile an extraordinary resemblance to the great Mauna Loa, visible in the distance. Ascending the slope of the mountain on its northern side, over ground hot enough to fry an egg, the summit was eventually reached and here was found a great lake of molten lava with many large fountains playing therein and a great opening in the southern bank through which a lava river was steadily pouring.

The whole mountain, which has now been officially named Maunaiki or Little Mountain, is a brilliant exposition of the process of building a volcano, for here are craters containing lava lakes, hundreds of cones through which lava is jetting and gases roar screamingly. Here too, are molten rivers pouring in glittering cascades down its flanks, and here in the summit is the rift leading to the unfathomable depths in which the great interior forces have their existence.

Looking back now at the time many months ago, when this mountain was born, it is strange to remember that its fiery torrents only expended themselves and came to rest in the month of September. One may go down today into the lower section of the desert near the sea and find one's self suddenly upon the rim of a wide stretch of country that has no particular feature, save that it is entirely red-hot and appears likely to remain so for many months yet to come. Some seventy-five square miles of desert and forest land have been deeply buried and that, after all, is all there is to be said about it, except that the possibilities of a renewal of the flows from this new-born mountain are, at time of writing, extremely lively. There is every indication that probably before the end of 1920 the activity will have been renewed.



*The gas exploding in the lava lake formed brilliant fountains.*



# Pacific Westbound Conference Formed

One Organization Takes Place of Two Formerly Maintained and Will Give Greater Efficiency and Service



EFFORTS to amalgamate the two trans-Pacific ship tariff boards were completely successful at the recent conference in San Francisco attended by representatives of all American and foreign lines from the chief Pacific Coast ports. The object is to harmonize the tariff rates between the Shipping Board operators and the foreign lines, and maintain fair rates

which slackness in business might have a tendency to threaten.

The Pacific Oriental Tariff Bureau had been in existence for years, and included representatives of all companies, American and foreign, that ply between Pacific Coast ports and the Orient. It had headquarters both in San Francisco and in Seattle.

The Shipping Board Pacific Outward Conference was a new organiza-

tion, formed a few months ago under the initiative of the United States Shipping Board. Unlike the bureau, it was composed entirely of Shipping Board operators, thus excluding foreign competitors. This organization had headquarters in San Francisco, and covered only San Francisco and Los Angeles. A similar conference was formed for Portland and Seattle,

(Continued on page 41)



Above are pictured some of the members of the Pacific Westbound Conference, the new organization of shipping interests on the Pacific Coast, which was organized at a meeting held in San Francisco October 15th to 16th. The photograph was taken at a luncheon given on board the S. S. Shingo Maru, by K. Doi, Manager of Toyo Kisen Kaisha, which was the first affair of its kind after the formation of the new bureau. In the panel in the upper left, the Shingo Maru appears passing through the Golden Gate enroute to Japan, China and the Philippines via Honolulu. Those in the group are (from left to right), F. F. Allen, freight manager Struthers & Dixon, San Francisco; Roger D. Pinneo, freight traffic manager Pacific Steamship Co., Seattle; C. E. Daymude, secretary Pacific Westbound Conference, Seattle; K. Doi, manager Toyo Kisen Kaisha, San Francisco; W. M. Miner, traffic manager U. S. Shipping Board, San Francisco; James H. Kashner, Export Department, Nippon Yusen Kaisha, Seattle. Second row (standing, left to right), C. J. King, freight traffic manager Pacific Mail S. S. Co., San Francisco; Harry Scott, Trans-Oceanic S. S. Co., San Francisco; W. K. Sempey, Freight Department, China Mail S. S. Co., San Francisco; Edward Ostrander, traffic manager Oregon Pacific Co., Portland, Ore.; E. S. McDonough, Los Angeles Pacific Co., Los Angeles; S. Ogata, assistant manager Nippon Yusen Kaisha, Seattle; R. E. Lewis, McAlister & Co., Ltd., Singapore; M. S. C. O. Burpin, secretary U. S. Shipping Board Conference, San Francisco; J. B. Van Fossen, Traffic Department, Osaka Shosen Kaisha, Tacoma. (Back row, standing, left to right), Major Charles R. Crane, attorney for U. S. Shipping Board; Drew Childster, manager Trans-Oceanic Co., Vancouver; R. M. Grosse, Los Angeles Pacific Co., Los Angeles; Percy L. Leung, Frank Waterhouse Co., Seattle; H. Kenney, Trans-Oceanic Co., San Francisco; F. H. Clendenning, freight traffic manager, Canadian Pacific Ocean Services, Vancouver; J. H. Johnson, Pacific Steamship Co., San Francisco; Y. Yakota, manager freight department, Toyo Kisen Kaisha, San Francisco; A. S. Darrow, Freight Department, Toyo Kisen Kaisha; W. A. Chapin, Claims Department, Toyo Kisen Kaisha, San Francisco.

## PERSONAL MENTION OF PROMINENT

Arriving on the Shinyo Maru after a two years absence in the Orient, were Mr. and Mrs. John Thompson Spencer, parents of Willing Spencer, one of the brilliant members of the American diplomatic corps who was formerly stationed at Peking and Tokyo. Mr. and Mrs. Spencer are returning to their home in Philadelphia, after an extended tour that included Japan, China and the Philippines.

Among the returning passengers on the Shinyo Maru, was an interesting party headed by John Aspegren of New York. He is the president of the Portsmouth Cotton Oil Refining Company of Portsmouth, Virginia and of the Gulf and Valley Cotton Oil Company, Ltd., of New Orleans. Other members of the party were

Mrs. Aspegren, D. Oldenberg, Dr. Ely and Lady Parker, wife of Sir Gilbert Parker, the distinguished English novelist. Mr. Aspegren is a relative of Lady Parker and took her on the tour of the Orient as his guest. After a few days in San Francisco, the entire party motored to Los Angeles, whence they left for New York.

Two well known business men returned from the Orient on the Shinyo Maru. These were H. Waldo, Kobe manager for the Pacific Western Commercial Company and L. A. McGrail, who has been making an extended survey of Japan, China, Philippines, India and Java on behalf of a number of well known automobile manufacturers in this country.



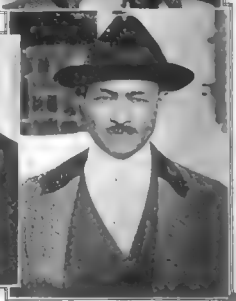
In the upper left are Mrs. K. Doi, San Francisco; Miss Elaine Hunter (center), and Mrs. Edward Hunter (right). The Hunters returned to their home in Japan after an extended visit in England and America.

In the oval to the left is Reginald E. Lewis, official of McAlister & Co., Ltd., of Singapore, who is completing a girdling of the globe.

In the lower left corner is Mrs. Hugh Martin of Shanghai, who has been visiting in San Francisco for the past three months.

Mrs. F. H. Himrod of Shanghai, who arrived on the Shinyo Maru, appears to the right, and in the lower right-hand corner is T. Shima, well-known amusement promoter of Japan, who is in America for the purpose of securing a baseball team for exhibition games there.

In the group at the bottom of the page are (left to right), D. Oldenberg, Mrs. John Aspegren, John Aspegren, Lady Parker and Dr. Ely, all of New York.





# PEOPLE IN THE PUBLIC EYE

H. Kashiwagi, an officer of the Yokohama Specie Bank, returned from Japan on the Shinyo Maru, bringing his family with him. He is stationed in the New York office of this bank.

S. Morimura, grandson of Baron Morimura, well known in Japan and heavily interested in industrial development at Nagoya, arrived on the Shinyo Maru on the way to New York, where he will enter college.

Enroute to the Atlantic states, where they will enter various universities for study and investigation work, were a number of young Filipino doctors and engineers. Among these were Dr. T. C. Arviso, chief of the Baguio Hospital, Dr. Juan Fernando of the Philippines Public

Health Service, Manuel Manosa, Assistant Engineer of the Manila Sanitary Commission, Dr. Felix Manala and M. Mendez, journalist.

Miss C. Owens was one of the prominent figures on the Shinyo Maru when it sailed from San Francisco for the Orient. Almost hidden behind huge bouquets of flowers, she waved her farewells to her many friends on the dock. On her arrival in Manila, Miss Owens stated, she will become the bride of E. E. Werner, one of the officials of the Spreckels Company in that city.

A. A. Rhine, well known San Francisco business man, sailed on the Shinyo Maru for Japan and Shanghai. After a visit of several months



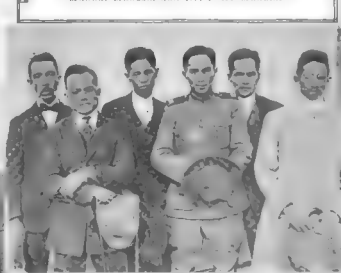
In the upper right panel are Mr. and Mrs. John Thompson Spencer, of Philadelphia, who have just returned from a two years sojourn in the Far East.

Ken Kanda, general manager of the San Francisco Passenger Department of Toyo Kisen Kaisha, is shown in the oval on the right. He has gone to Japan on a leave of absence for three months.

Mr. and Mrs. G. S. Campbell of Tientsin, China (on the left), arrived on the Shinyo Maru to spend their honeymoon in California, while Miss C. Owens (shown in the panel in the lower right-hand corner) sailed for Manila, where she will be married to E. E. Werner.

The young man in the lower left corner is S. Morimura, scion of one of Japan's titled families, who is enroute to New York to complete his education.

On a similar mission are the members of the group in the lower central panel who arrived from the Philippines to study in this country. These are Dr. T. C. Arviso, M. Mendez, Dr. J. S. Fernando, Manuel Manosa, and Dr. Felix Manala.





# The Palace Hotel

Management of Halsey E. Montwring.

where **Historic Ties**  
for seventy five years have bound  
the "Occident" to the "Orient."

700 Rooms  
700 Private Baths  
European Plan.

In the heart of  
the financial district.  
*San Francisco, California*





# PERSONAL MENTION

(Continued from page 35)

in these places, he will proceed to Hongkong and thence around the world to London, where he is planning to make an extended visit among his relatives.

E. Thorp, of the Toyo Kisen Kaisha, Hongkong Office, who has been enjoying a leave of absence for several months returned to his post on the Shinyo.

The Shinyo Maru took two well known insurance men to Japan on the last trip. These were H. B. Higginbotham, Oriental manager of the Sun Life Assurance Company of Montreal and F. W. Rutter, who is the managing director of the Lancashire Insurance Company.

Reginald E. Lewis, who holds an important position with the well known firm of McAlister & Company, Singapore, sailed from San Francisco on the Shinyo Maru enroute to his home. He has been on leave of absence in England for several months past, having gone from Singapore by way of Suez and is making the circuit of the world before returning to his post.

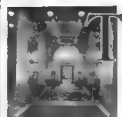
Mrs. Hugh Martin, wife of Lieut. Hugh Martin, sailed on the Shinyo Maru to join her husband in Shanghai. She is a niece of Mrs. Edna Harper, owner of the Yacht, "On Time Again," with whom she planned to make the voyage down the west coast of Mexico, but changed her plans.

Returning home to marry a charming Japanese girl, daughter of a wealthy banker of Tokyo, Ken Kanda, passenger agent of the Toyo Kisen Kaisha, Japan, sailed on the Shinyo Maru to take an extended leave. Kanda has been in the San Francisco passenger office for the past three years, where he won a host of friends for himself by his sunny disposition and unflinching good nature. His visit to Japan marks the culmination of a romance which began many years ago when Kanda was a mere lad making a pilgrimage to one of the shrines near Kyoto. Then he first saw the young lady,

and it was a case of love at first sight. Their destinies separated them, although the families later on became closely associated, and now Kanda returns to claim the bride of his choice, arrangements having been made with all the form and ceremony customary among the best Japanese families. A great many of Kanda's friends were at the dock to see him off, including the leading hotel and steamship men of San Francisco, with whom he is exceedingly popular.

Many travelers from foreign lands have been sojourning in the South as is evident from the arrivals at the Hotel Clark of Los Angeles. Some of the more prominent people registering from abroad are Mr. C. H. Teesdale and family of England, J. W. Butters and C. E. Solomon, of Australia, Miss Stearns of Honolulu, Mr. W. A. Brennan of Australia, Mr. Reginald Lewis of Singapore, Mr. and Mrs. F. M. Clapp of Florence, Italy, Mrs. George J. Lindgren of Buenos Aires, Lt. W. J. Mason of Manila and Mr. Manuel Gonzales of Buenos Aires.

One of the interesting parties on the Shinyo Maru outbound from San Francisco, was that composed of Mr.



## Travelers

will find the charm and comfort of

home at Hotel Whitcomb. Cordial hospitality, perfect appointments and good meals all play a part in creating this home-like atmosphere for you.

¶ Then too, for business, shopping or pleasure, Hotel Whitcomb is superbly located at Civic Center. Opposite are San Francisco's beautiful public buildings and nearby the fashionable shops, theatres and financial district.

¶ 400 delightful outside rooms at Hotel Whitcomb. Rates from \$2.00. Wire for reservations at our expense. Our limousine bus meets all travelers.

## Hotel Whitcomb

at Civic Center

SAN FRANCISCO

J. H. van Hornes, Mgr.



WHEN visiting Los Angeles you will find it to advantage to sojourn at Hotel Clark. Every desired luxury,

refinement and convenience. Situated in the heart of the city. Easily accessible to theatres, stores and public buildings. Car lines to beaches, mountains, missions, just a few steps away. Write for illustrated folder.

FREE AUTO BUS MEETS ALL TRAINS

FIVE HUNDRED and FIFTY-FIVE

ROOMS with private bath

F. M. DIMMICK  
Lessee and  
Manager

Both European and  
American Plans  
Tariff from \$1.50



The Things you didn't see in the Orient are at

Miss Clayes

Ornamental Applied Arts

284 Post St. San Francisco  
(Below Union Square)



In the center of the above is Mr. E. Winsby, well-known business man of Oakland, California, who, accompanied by Mrs. Winsby (right), and his sister, Mrs. R. V. Chapman (left), is making an extended pleasure tour of the Orient.

and Mrs. E. Winsby and Mrs. R. V. Chapman, Mr. Winsby's sister. They are planning to make a round trip to Hongkong on the Shinyo Maru. Winsby is the president of the United Iron Works, Oakland.

After a visit of several months in America and England, Mr. and Mrs. Edward Hunter and family returned to their home in Kobe, Japan, on the Shinyo Maru.

Mr. and Mrs. George B. Campbell, newlyweds, arrived on the Shinyo Maru on their honeymoon tour en route to the home of the bride's parents, Mr. and Mrs. D. L. Baker in Pasadena. The wedding took place at the chapel of the British Consulate at Tsingtau, in Shantung Province, China, and following the ceremony at the home of Mrs. Samuel Zimmerman, which is located in the hills back of the Oriental city. The couple were attended by the bride's brother and sister-in-law, Mr. and Mrs. Dwight Baker.

Mrs. Campbell was Miss Lois Baker, a member of the class of 1916 at Stanford University, and George B. Campbell is an official of the Standard Oil Company in China.

#### JAIPUR, INDIA

#### KAISER T. HIND FAMILY HOTEL

Under the gracious patronage of H. H. the Maharaja. A palatial residence of the first rank. Recommended by continental visitors. Unrivaled for comfort and excellent cuisine. 35 rooms with bath. Near post office and railway station. Locality quiet and healthy, free from dust, with large compound in front, and beautiful garden.

When W. A. Stolzhus, who was with the Red Cross in Syria for two years and arrived in San Francisco on the Persia Maru, reaches his home at Lima, Ohio, he will have circled the globe.

He left Syria June 25, 1920, and since has passed through Jerusalem, Cairo, Port Said, the Red and Arabian Seas, Batavia, Calcutta and the Orient.

All the larger Syrian villages have been reduced by starvation, and the people are rebelling against the French Government. Conditions are frightful, he said, with little chance of immediate relief.

The British-India lines recently served notice on Indian shippers that if they did business with American-

owned ships, the British-India lines would refuse to move any cargo that might be offered them.

This was the information brought by W. C. Schouten, who arrived on the Persia Maru. He says the British lines are fearful of American competition and are taking every precaution to keep American ships from making inroads on their business. Schouten was first engineer on the steamer Jacox, which is operated by the Pacific Mail in its feeder service.

Captain T. Boyd, one of the best known skippers on the Pacific Coast, who has been away for the last year, returned home on the Persia Maru. For the last year he has been on the run between Calcutta and Hongkong for the Pacific Mail Steamship Company. He will go on shore duty here.

Prominent visitors from across the Pacific and other parts of the world

(Continued on page 41)

## HOTEL STEWART SAN FRANCISCO

On Geary Street, Just off Union Square

### Moderate Rates

Breakfast 50c, 60c, 75c Lunch 75c  
Dinner \$1.35 (Sundays \$1.40)

New steel, concrete and brick structure. 400 Rooms, 300 Connecting Bath Rooms. A high class hotel at very moderate rates. Homelike comfort rather than unnecessarily expensive luxury. The Stewart is known favorably in the Orient, the Antipodes, the Hawaiian Islands and to the Tourist. In the center of the theatre and retail district. On ear lines transferring to all parts of city. Motor bus meets all trains and steamers.

CHARLES A. and MARGARET STEWART, Proprietors

## HOTEL PLAZA SAN FRANCISCO

STOCKTON  
and POST STS.  
on North side of Union Square

The Plaza gives the  
best values in the  
Three Important  
Things in Hotel  
Accommodation  
LOCATION  
SERVICE  
RATES

European Plan from \$2.00 up  
CAMEL SWERS, Manager





HONG KONG HOTEL COMPANY, LIMITED  
Operating the Leading Hotels of Hong Kong

# HONG KONG HOTEL HOTEL MANSIONS REPULSE BAY HOTEL

AMERICAN OR EUROPEAN PLAN

SPLENDID GRILL ROOMS

JAMES H. TAGGART, Managing Director

Hong Kong is one of the most picturesque and beautiful places in the world. Situated on the Island, the City of Victoria faces the harbor and ascends the heights, its residence section occupying the terraces on the hill sides. The business portion is on the level land along the waterside, while behind towers the Peak, rising nearly two thousand feet above the sea.

The City has many handsome and substantial business structures, excellent hotels, world-famous clubs and numerous attractions for the visitor. It is the oldest and most important Crown Colony in the Far East.

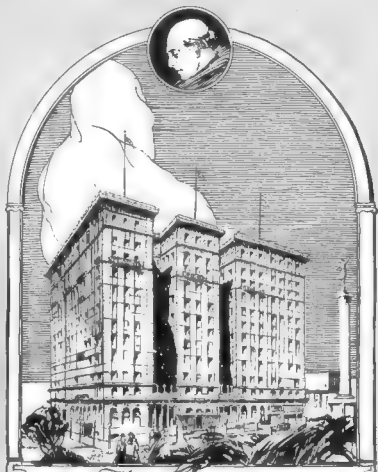


Hong Kong Hotel occupies a commanding location in the center of the business section. It has been established for more than fifty years and is the center of the hotel life and social activities of the Colony—as shown in the engraving on the left it is built to suit the climate, each floor having wide airy balconies, the full length, assuring greatest comfort. It is operated on both table d'hôte and a la carte plan and is noted for the excellence of its grill room.

Hotel Mansions, another of the company's hotels is situated just across the street from Hong Kong Hotel.

Below is a view of Repulse Bay Hotel, the finest resort in the Far East, recently opened at Repulse Bay on the opposite side of the Island from the city, and offers every advantage of a modern resort and country club, including golf, swimming, sailing, etc.





*The*  
**ST. FRANCIS**  
One of the world's great hotels  
Facing Union Square

**SAN FRANCISCO CALIFORNIA**

Anticipates the Needs of Those Accustomed to the  
Best in Accommodation and Cuisine. Within Easy  
Walking Distance of the Fashionable Shops, Theatres  
and the Financial District.

*Literature on Request.  
Cable Address: SICNARF*

*Thos. J. Coleman,  
Manager*



## PACIFIC OUTWARD CONFERENCE

(Continued from page 23)

with headquarters in Seattle.

Both the bureau and the conference had members in common, as a number of Shipping Board operators belonged to the bureau.

The points of argument between the two organizations arose over matters of tariff. The method of submitting questions settled by one organization to the other for approval was, moreover, found to be cumbersome and unsatisfactory.

At the last meeting, both factions were brought together, difficulties explained, solutions discussed, misunderstandings ironed out and new harmony established.

### BUREAUX CONSOLIDATED

"There has been a widespread misunderstanding of the nature of our recent meeting here," said C. O. Burgin, former secretary at San Francisco, of the Pacific Coast Oriental Tariff Bureau, and now a secretary of the new Conference. "People got the idea that rate cutting was likely, supposing the differences between the American and foreign companies were due to rates. There have been no differences on this score. Rate cutting was not even contemplated as a possibility. Trans-Pacific rates have always held firm. We have never had any rate wars on this side as have frequently occurred on the Atlantic and in the Gulf.

"The whole question was one of forming an organization under which both Shipping Board operators and the foreign owners might co-operate effectively. This has been accomplished in the new Pacific Westbound Conference. Shippers who are holding off for an expected reduction in rates had better start their shipments moving, for there will be no reduction."

### DIFFERENCE EXPLAINED

As explained by Mr. Burgin, the differences between the American and the foreign companies concerned rates only in an indirect manner.

The new Pacific Westbound Conference, in which the two rival organizations were consolidated, functions on a plan that does away with all the old difficulties. Officers of the Pacific Oriental Tariff Bureau, of which Mr. Burgin was secretary, were retained in similar posts in the new body. Both Board operators and independents will look to this body as its official rate-making and traffic-regulating body.

"All companies are now under one roof," Mr. Burgin commented. "None wanted to drop the conference idea and none desired, or intended, any

rate-cutting. The present understanding is definite, and no changes in tariff, either reductions or advances, are contemplated. And it is important for shippers to understand this for once and all and to act upon it."

### Egg Prices to Be Scrambled by New Process

The egg market of the United States will be confronted by opposition if the plans of E. H. Himrod of Shanghai, the hydrated egg king of the world, meets with the favor of the American housewife. Himrod plans to erect several factories here for the manufacture of his product. He is at present operating the largest hydrated egg concern in the universe at Shanghai, China. Himrod, accompanied by his wife, arrived on the liner Shinyo Maru.

The product, which is used by millions of Orientals of the Far East, as turned out by Himrod's methods, is said to be used for every purpose that is now served by the regulation egg, with the exception of utilizing the hydrated eggs for boiling and frying.

There is no chance for a bad egg with the Himrod method. All of the eggs to be hydrated are inspected by a patent contrivance as to their freshness prior to being reduced.

According to Himrod, his product can be sold in this country in the hydrated form at the rate of 25 cents a dozen.

### PERSONAL MENTION

(Continued from page 38)

have been making their headquarters at the Clift Hotel in San Francisco, which is one of San Francisco's comfortable and attractive hotels, its homelike atmosphere making it particularly inviting to travelers. Among those recently registered were: Mrs. L. De Graff, Mrs. J. G. Smith, Miss Vanderbilt, J. A. Dunbar, G. H. Cowan, Mr. and Mrs. A. W. Eames, Mr. and Mrs. R. A. Smith, Mrs. D. F. McGorriston, Lt. and Mrs. J. L. Schwartz, all of Honolulu; Mr. and Mrs. E. Rogers, Mrs. H. Hamilton of Yokohama, Mrs. J. C. Budd, General and Mrs. O. Shore and Mr. and Mrs. C. H. Trendell and party of London. Mr. and Mrs. T. Guard of Hilo and Mr. and Mrs. J. M. Ross of Hawaii, Mrs. J. T. Lewis of Hilo, Hawaii, Mr. and Mrs. E. N. Holmes of Hilo; L. L. Miller of Honolulu; D. A. Cooke, R. Von Holt, L. P. Thurston, T. M. Church, M. E. Hollis, Mr. and Mrs. E. Cropp, Mrs. M. M. Scott and Dr. J. Morelock all of Honolulu and Dr. and Mrs. L. Lasall of Hangchow, China.

Captain J. J. Jenae, commander of a Dutch Indian regiment, who expects to spend three months seeing the beauties of California, was a passenger aboard the Persia Maru. He comes from Java and after seeing this State will go to Holland. The Netherlands Indian army now numbers about 50,000 men, Captain Jenae says, but within the next three years it is expected to reach half a million men.

Sailing on the Shinyo Maru for Japan on an extended tour of Europe and America, was Y. Yamamoto, who

(Continued on page 61)



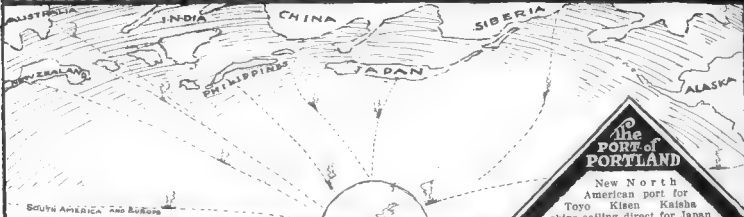
**The Golden Pheasant**  
32 GEARY STREET SAN FRANCISCO  
THE RESTAURANT REFINED  
Achievements in the Art of Cook and Candy Making

**CLIFT HOTEL**

"Where Service Predominates"  
Headquarters for Travelers from the Orient and all parts of the world  
**300 ALL OUTSIDE ROOMS**  
each with private bath  
**POSITIVELY FIREPROOF**  
Homelike With A Personality  
Distinctively Its Own  
**EUROPEAN PLAN**  
Wireless at our expense your request for room reservations  
**FREDERICK C. CLIFT**  
PRESIDENT AND MANAGING DIRECTOR  
Geary at Taylor Streets

**SAN FRANCISCO**

# ORIENT-SOUTH SEAS EXPORT & IMPORT FREIGHT FORWARDING



## General Freight Forwarders Customs Brokers and — Steamship Agents —

### STEAMSHIP AGENTS

Representing Toyo Kisen Kaisha, new Portland - Japan - Orient services, also passenger agents for Trans-Pacific service.

### GENERAL FORWARDING AGENTS

Equipped for forwarding General Freight, Phosphate Rock, Lumber, Grain, Flour, Etc., to all Oriental and South American ports.

### CUSTOM HOUSE BROKERS

Rapid and efficient clearance of imports and distribution and reshipment of import freight.

### SHIP BROKERS

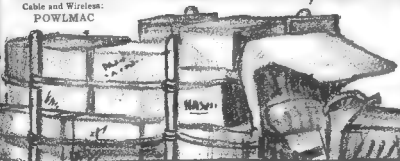
Excellent facilities for arranging for full or mixed cargo shipments of all kinds of goods from Columbia River region to all foreign ports.

### INTERESTING WEEKLY SERVICE LETTERS FREE

Our weekly service letters giving news of sailings and information on ports, customs and shipping regulations, sent free on request.

# OREGON-PACIFIC COMPANY-PORTLAND, ORE. USA

Cable and Wireless:  
POWLMAC





# EDITORIAL

(Continued from page 30)

Exchanges are in progress between Secretary Colby and Tokyo, he added.

"He asserted that the problem had existed for ten years and had spasmodically become acute and then subsided. While a settlement is eagerly awaited in Japan, it could not be looked for while the United States is engrossed in a political campaign.

"The best results, he said, could only be obtained after the American political situation became normal, when progress toward a solution should be found by quiet consideration."

SEATTLE—"There is no reason for differences between Japan and the United States, except that misunderstanding prevails," said Kazuyo Shoda, Secretary of Finance in the Japanese Cabinet, who is here en route home after a six months' tour of the United States. He declared the Americans do not understand Oriental conditions or the character of the Japanese.

"I have visited many foreign countries, but the United States is the only one I have found difficult to enter," said the Cabinet member. "This is a small matter, but it serves to illustrate the contrast with the treatment accorded distinguished Americans entering Japan. This, of course, is largely the individual officer's attitude and not based on orders from superiors.

"The United States, with all its wealth and power, insists on treating Japan as an equal competitor. I doubt the wisdom of taking such drastic action as contained in the Jones Merchant Marine Act. I believe this Act will be difficult to put in operation, because of many international contracts you have made with which it conflicts. If your country really wishes to build up its foreign trade

I believe it should do it by making new treaties rather than breaking old ones."

"The Secretary declared he believes China responsible largely for the anti-Japanese attitude in this country and that this again is founded on misunderstanding. He warned against taking seriously the jingo press of Japan."

## Merchant Marine Bill Needs Frank Discussion

If America's new Merchant Marine is to be established upon sound and enduring lines, there is an urgent necessity for full, open and honest discussion. No one man and no one set of men know it all, although it is human nature to think otherwise. The great complexity of shipping problems and the many delicate situations involved point to the supreme need of all opinions being heard says the *Nautical Gazette* of New York.

Unfortunately there is a disposition in certain quarters to prevent this being done. All too frequently those who venture to criticize governmental policies are branded as unpatriotic and as being actuated by the basest and most sinister motives. Against this tendency the *New York Journal of Commerce* has made the following timely protest:

"There is a constant effort whenever any provision in the Merchant Marine Act is criticized to attempt to make out that those who voice such criticism are opposed to the whole act or want to 'play into the hands of foreigners' or are 'un-American.' There has been and is likely to continue to be opposition to the discriminating sections of this Act, both those which apply to railroad rates and those which result in tariff discrimination as well as to other features of the law. Ground exists for wide difference of opinion on all these matters, and it will hardly

(Continued on page 44)

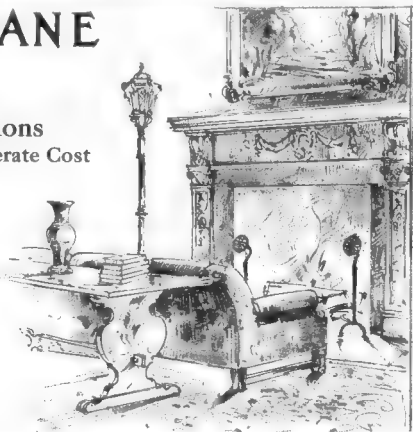
# W. & J. SLOANE

Established 1843

## Home - Furnishings and Interior Decorations of High Quality but Moderate Cost

*Large stocks and complete facilities  
allow us to undertake any commis-  
sion for furnishings. :: :: ::*

216-228  
Sutter Street  
San Francisco



## THE JAPANESE IN CALIFORNIA

(Continued from page 13)

The history of the growth of the Hawaiian population is unique and abnormal. It does not and can not serve as a basis for forecast for any State on the continent.

To begin with, Hawaii was not a white man's land. Years before the American annexation of the islands, American capitalists, in small numbers went there to develop sugar plantations. As the islands were too far from the continent, and as their climate was too hot, these plantation operators could not get American labor, but relied upon labor brought from the Orient. So they brought Japanese laborers by shiploads. From the beginning these Americans never intended Hawaii to be a white man's land—they plainly intended it to be a land of the natives and Orientals. When America finally annexed it in 1898, she succeeded to the conditions that had already been established by ceaseless importation of Oriental labor by a handful of Americans who had been there to develop its sugar resources. Had America been in a position to apply to Hawaii the same restrictive measure that she has applied to continental United States, Hawaii would have had an entirely different sort of population.

To argue from Hawaii to California is illogical. Here in California the American population, since the Chinese exclusion, has always been preponderant, and promises to be increasingly so. Today the Japanese population here constitutes only 2 per cent of the total population. With steady inflow of Caucasian population from across the Rockies, and with the increasing Caucasian births within the State, California has not the slightest chance of ever becoming a second Hawaii.

## EDITORIAL

(Continued from page 43)

help our shipping interests to have discussion of them suppressed or smothered. Indeed, it is a patriotic duty to seek the modification of any legislation that is of national injury or even of questionable value."

The wisdom of these observations must surely be apparent to all Americans who wish to see their country's industries well and truly built. To attempt to answer contrary opinions by the abuse of one's opponent is an old and hoary expedient. It is almost invariably evidence of a weak case.

## "The Last Infirmity of Noble Minds"

Having been denied the right to publish what a newspaper thinks true or reasonable and to avoid personal danger to the editors the Canton Press Association, composed of the leading journals of the city, will cease publishing all news relative to the conflict between the administration and its enemy. The censorship has been too severe and unbearable. The action, while pathetic, forms the last and only protest against an attempt to kill the last living atom which stands for the freedom of the press.—*Canton Times.*

## Can You Beat This?

This was the sort of "bosh" that was fed to Californians during the political campaign:

A report that Japan proposes to spend \$50,000,000 in a propaganda campaign in the United States to overcome the growth of the anti-Japanese sentiment, was brought to San Francisco by passengers on the Japanese

(Continued on page 46)

drive your  
own car in

# California

Our "buy back guarantee" enables you to tour the land of sunshine at less expense and without the inconvenience of shipping your car from home. We repurchase for cash when you leave.

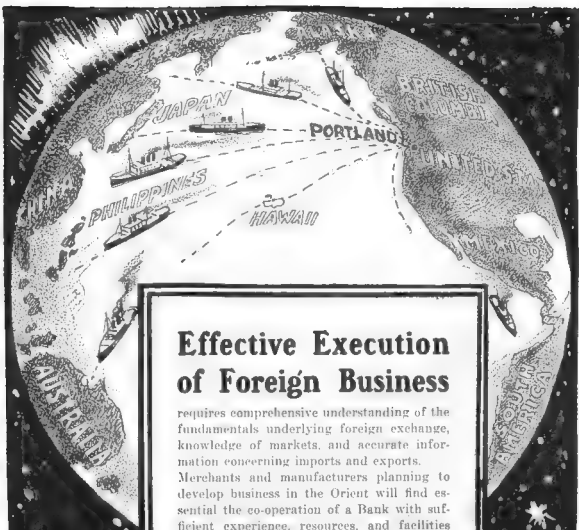
For full information write or wire

Van Ness & Post  
San Francisco

Harold L. Arnold  
Hudson  
Essex.  
distributor.

7th & Figueroa  
Los Angeles.





## Effective Execution of Foreign Business

requires comprehensive understanding of the fundamentals underlying foreign exchange, knowledge of markets, and accurate information concerning imports and exports.

Merchants and manufacturers planning to develop business in the Orient will find essential the co-operation of a Bank with sufficient experience, resources, and facilities for efficient service.



The Foreign Department of Ladd & Tilton Bank is equipped to expediate business, to aid directly in financial matters connected with exports and imports, and to supply accurate information on every phase of foreign trade. Letters of Credit and Travelers' Checks payable in all parts of the world furnished.

*Correspondence or personal interviews  
solicited*

### LADD & TILTON BANK

OLDEST IN THE NORTHWEST  
Resources \$30,000,000



**PORTLAND  
OREGON**



## EDITORIAL

(Continued from page 44)

liner Shinyo Maru yesterday.

The arrival of S. Fukunaga and Y. Ishukawa, prominent Japanese publishers, on the same steamer, they said, marked the beginning of an extensive publicity crusade on behalf of Japanese residents here.

A large part of the fund is said to be available for the purchase of country newspapers in California. In addition to this method of securing circulation, the Japanese propose to enlist the services of a number of American writers in sending out articles favorable to the continuance of Japanese immigration.

The editors arriving yesterday were with the *Yosodusuka Choko*, the most influential daily newspaper in Japan. Their first move, it is said, will be the organization of a full staff of Japanese writers here and at other points on the Coast.

Certain writers will be detailed to send back the reports that are wanted in Japan and others to find means of getting articles favoring the Japanese into California publications. — *San Francisco Examiner*.

### "PICTURE BRIDES" END, SAY OFFICIALS HERE

For the first time in the history of the immigration service there were no picture brides on the Japanese liner which arrived from the Orient. The Shinyo Maru carried about 200 Orientals, many of them Japanese women, but they were returning travelers or old wives of Japanese Californians.

Edward White, Commissioner of Immigration, said women will continue to come to California. Japanese can go back to Nippon and marry, then bring their wives. Or perhaps the women may declare they are married and get over without the trouble of a man bringing them. — *San Francisco Chronicle*.

## THE COST OF IT

(Continued from page 23)

the hotels—in the money of the country—as if it were U. S. gold dollars, despite the fact that at the usual rate of exchange the yen is worth about one-half of the gold dollar.

How such statements affect the average traveler, who is already enroute or deep in his plans for the trip to the Orient, can easily be understood. It is shown by the following quotation from a wealthy traveler, who had made all his arrangements and then heard something of this sort and wrote back to one of the booking agents:

"I have heard in the last day or two, some disquieting news about Japanese prices at this time. From what seems to be reliable sources I hear that first-class Japanese hotels make New York hotels look cheap—\$38.00 to \$40.00 a day for two people. I expect to part with a fair amount of 'coin' on this trip but I am extremely loath to 'go broke' for the benefit of these people."

When this was called to the attention of Kent Clark, manager of the Oriental Hotel at Kobe, and C. Y. Wilmarth, manager of the Grand Hotel at Yokohama, which are recognized as the leading foreign hotels in Japan, and as such, set the pace among the Hotel Association, they denied it most emphatically, and furnished written proof to substantiate

(Continued on page 49)

"Tourists are cordially invited to attend our daily flower show"

**PODESTA &  
BALDOCCHI**

Florists

Mail or Telegraphic Orders Most  
Carefully Executed

**224-226 GRANT AVE.**

**San Francisco**

**THE FIREMAN'S FUND**  
**is in the front rank**  
**in fire, marine and**  
**automobile insurance.**

## THOS. COOK & SON

TOURIST, STEAMSHIP &  
FORWARDING AGENTS  
BANKERS, ETC.

"Travel Without Trouble"

INCLUSIVE INDEPENDENT TOURS

MANILA: Manila Hotel  
PEKING: Chinese Eastern Ry. Compound  
YOKOHAMA: 32 Water Street  
HONGKONG: 16 Des Voeux Road  
SHANGHAI: 2/3 Foochow Road

Chief Office  
LUDGATE CIRCUS, LONDON

San Francisco, 53 Post Street  
New York, 245 Broadway

## Frank Waterhouse & Company's

**PACIFIC PORTS**

(Monthly and Annual)

The World's Recognized Authorities in the Field  
They Cover

The 1920 Edition is now in course of preparation, will consist of 750 pages of double the present size, with about 200 illustrations of Cities, Harbors, Native trades, and Customs pertaining to the Pacific.

Price for one year subscription,  
Monthly and Annual, \$10.00.

**FRANK WATERHOUSE &  
COMPANY**

SEATTLE, WASHINGTON

## GETZ BROS. & CO.

(Incorporated)

Leading  
Importers — Exporters  
of Pacific Coast

**WHOLESALE GROCERS**

530-542 Davis St.

San Francisco, California

## A. CARLISLE & CO.

**STATIONERS, PRINTERS**

**LITHOGRAPHERS**

**BOOKBINDERS**

Printing and Bookbinding in  
all its Branches

JAPAN is one of the Products  
of Our Printing Department

Commercial Stationery for  
Every Purpose

San Francisco

California



# **PACIFIC EXPORT LUMBER COMPANY**

Cable address: Wheelright, Portland, Ore.

**Exporters of  
PACIFIC COAST LUMBER**

**WHITE CEDAR LOGS  
BOLTS and LUMBER**

Cargo and Parcel shipments to all parts of the world  
Schedules and other information supplied

**Importers of  
ORIENTAL MERCHANDISE**

**BEANS, PEANUTS, RICE  
WHEAT BAGS, JUTE, ETC.**

---

**Head Office:**

**Chamber of Commerce Building, Portland, Ore.**

**Branch Offices:**

**16 California St., San Francisco, Cal.  
American Bank Building, Seattle, Wash.**

# Port of Portland, Oregon

Best Fresh Water Harbor in the World



Municipal Terminal No. 4, 163 Acres Modern Rail and Water Facilities, Partly Completed and Projected

## Port of Portland, Oregon

- natural gateway of a vast productive territory of immeasurable resources.
- showing marked progress commercially and industrially.
- offering cargoes for vessels of any tonnage.
- is the world's largest lumber-producing center.
- largest grain-shipping port on the Pacific Coast.
- owns and operates four large, modern docks and terminals, costing over \$7,000,000.
- ocean properties equipped with most modern facilities for handling export and import shipments.
- additional \$10,000,000 port project contemplated.
- has a public grain elevator of 1,000,000 bushels capacity, with ample private facilities.
- has vegetable oil tanks for bulk storage.
- has public drydock of 10,000 tons dead weight capacity, with new 15,000 ton drydock.
- has ample facilities for coaling vessels, loading or discharging.
- has immediate facilities available for shipbuilding and ship repairs.
- has old established and thoroughly experienced firms handling customs clearances, forwarding, sampling, weighing, etc.
- no delays through stress of weather conditions.
- has the only direct, water-grade rail connections for interior and overseas shipments on the Pacific, and enjoys the same overland export and import rates as other Pacific Northwest ports.
- Lumber, Wheat, Wool, Salmon, Canned Fruit, and Packing House Products, contribute to the available cargoes.

### Fog Statistics\*

Port	Station	Hours of Fog, 1918	Hours of Fog, 1907-17
Entrance Puget Sound.....	Swifsure Bank Lightship No. 33	1911	1366
Entrance San Francisco....	San Francisco Lightship No. 70	1382	1391
Entrance Columbia River....	Columbia River Lightship No. 88	811	696

(\*U. S. Government)

Send for Port of Portland's 46-Page Booklet

This work is of vital interest to shipping companies, exporters and importers, manufacturers and others. It covers, in a general way, the advantages and facilities of the Port of Portland. Mailed free on request.

For Further Information and Particulars Write the

**Traffic Department**

**Portland Port and Dock Commission**

**Spalding Bldg.  
Portland, Oregon**



## THE COST OF IT

(Continued from page 46)

their statements that such utterances had not the slightest foundation of fact.

Both of these hotels, as are practically all the hotels in the Far East, are operated on the *table d'hôte* or American plan. Thus the rates include all meals, with early breakfast of toast, fruit and tea, and afternoon tea served in the rooms without extra charge, lodging with or without bath, as may be desired (and at a corresponding rate), entertainment with fine orchestras, dances, cards and other forms without any extra charge. For all this the rates range from \$6.50 (gold) or yen 13.00 (Japanese dollars) per person per day for single rooms, to double rooms with private bath at \$15.00 (gold) to \$18.00 (gold) or yen 30.00 to 36.00 per day for two people, with additional charge of the minimum rate of \$6.50 (gold) per person for each additional person in the same. These hotels also have a number of suites ranging in price for two persons from \$22.00 to \$28.00 (gold) or yen 44.00 to yen 56.00 (Japanese dollars) per day. These apartments are very handsome and attractive and have parlor, bedrooms and private baths, as well as the usual steam heat.

Accommodations, service and food in these hotels compare favorably with those of the best class of American resort hotels, where, it must be admitted, the prices range considerably higher than those quoted above. For the same sort of accommodations and food in the smaller hotels of the interior towns of Japan, the resorts and hotels at the various places of interest, the prices are perhaps twenty to thirty per cent cheaper.

There is another thing that has often led to criticism of the hotels and rates in Japan, especially during the past year, when travel conditions have been abnormal and the facilities greatly overtaxed in the port cities of Kobe and Yokohama. This is that a person who has written or wired for a reservation at a certain hotel on a

certain day must necessarily take what is given him and be glad to get it, regardless of the price, as it is often impossible, when crowded, to give exactly what is ordered. As a result, many times a traveler has found himself with \$10.00 accommodations when he really did not want anything so expensive but took them rather than none. In such cases, however, it is but fair to the management of the hotels to say that the guest was always changed to what he wanted as soon as it became available.

With these hotel figures before one, it is easy to find a conservative basis of cost on which to estimate the cost of the trip.

Suppose the proposed itinerary calls for the usual tour of Japan and China, stopping at Manila, then to Hongkong, and return, with the very fascinating rail trip overland from Shanghai to Peking, Mukden and also another side trip from Mukden to Dairen, thence on through to Seoul, Korea, and back to Japan. As usually planned this tour takes about 114 days, of which approximately 44 are spent on the ship between San Francisco and Japan, Japan and Manila, Manila, Hongkong, Shanghai and return, leaving 70 days for travel on land.

For the purpose of illustration of the expenses on land let us take an average first-class rate for hotels—neither the lowest nor the highest. For this purpose, we will say \$10.00 gold, per person per day, which is equal to yen 20.00 in Japanese dollars and approximately from \$12 to \$18 Mexican in Hongkong, Manila or China, according to the rate of exchange. This is ample to insure as good accommodations as anyone wants. To cover tips and sundry expenses, such as rickshas, etc., we will add another \$5.00 (gold) per day on land, with a lump sum of, say, \$50.00 (gold) for tips at sea. This makes \$700.00 (gold) for hotel accommodations, \$350.00 for tips and extras and \$50.00 for tips while on shipboard. This gives a total of \$1100.00 for expenses,

## FOREIGN MONEYS

**Yen : Sterling : Roubles  
Dollars, Etc.**

We invite travelers to call in connection with the sale or purchase of foreign moneys and encashment of letters of credit.  
All commercial banking transactions handled.

**The Crocker National Bank of San Francisco**

*No other school of medicine offers the safety from drugging you will find in Homeopathy.*

## NEURITIS

**IS NERVE INFLAMMATION**  
and can be cured by reducing nerve inflammation.

— FOR —

That sharp darting pain in the shoulder, nape of the neck, along the forearm, wandering pain causing a sense of numbness in the fingers or toes, Neuralgia, Stiff neck, Sciatica and Sick Headaches.

TAKE

*Eopa*

**NEURITIS  
TABLETS**

Price \$2.60

Foreign Postage 12 cents  
Mailed anywhere on receipt of price

**Boericke & Runyon Co.**

140 Powell St. San Francisco  
Homeopathic Pharmacists since 1870

C. A. Maydwell, President Cable Address: "Maydwell"  
Codes: Western Union, A. B. C. Fifth Edition  
A. B. C. Fifth Edition (Improved), Lieber's and Bentley's  
**THE MAYDWELL COMPANY**  
(INCORPORATED)  
IMPORTERS AND EXPORTERS  
IRON & STEEL PRODUCTS  
Nuts, Bolts, Ship Rivets, Plates, Sheets, etc.  
SHELDON BLDG., MARKET AT FIRST STREET  
SAN FRANCISCO, U. S. A.  
Branch Office 78 Madison Street, Seattle, Wash.

TELEPHONE KEARNY 1696

**T. J. Moynihan & Co.**

**BOILER  
WORKS**

**STATIONARY AND MARINE  
BOILERS AND OIL TANKS  
OF ALL KINDS**

Built according to draw-  
ings or specifications

MARINE REPAIRING OF EVERY  
DESCRIPTION and SHEET IRON  
WORK executed at the shortest  
notice on the most reasonable terms

W. L. GILL, Manager

**401 FOLSOM STREET**

Southwest Corner Fremont  
San Francisco



outside of transportation and berths on trains, which will be covered as follows: First class steamer fare, San Francisco to Hongkong and return via Manila, \$750.00; additional for rail fare on Japan-China Overland tour, from Shanghai via Peking, Tientsin, Mukden, Seoul, and through Japan to Tokyo, \$100.00; extra for side trip from Mukden to Dairen (Manchuria) (not included in the above), \$25.00; making a total for transportation of \$875.00, to which should be added approximately \$75.00 for sleeping cars and meals en route on trains. This brings the transportation charge up to \$975.00, making a grand total including the shore expenses as figured above of \$2,050.00, for a tour of 114 days, covering more than 16,000 miles, during which the traveler has lived in the very best hotels and traveled on only the first-class trains and ships. Figuring this out on a daily average, we find that it means that for all costs of living, transportation and a large measure of entertainment, only \$18.00 per day is required, which is no more, if as much, as it costs the average first-class traveler anywhere in America. An additional sum of, say, \$230.00 might be added to this grand total to provide for contingencies and even then the daily average would not exceed \$20.00 per day for the entire journey.

These figures, of course, do not include anything for purchases of curios, clothes, furs or any of the thousand and one things that tempt the traveler in the Far East. For them, no one can set the limit but the person himself and even he will have to be careful in order not to be tempted unduly, for the lure of the beautiful silks, ivories, bronzes, lacquers, damascene wares, kimonos, furs, and the world of other fascinating goods is very potent. For these, as much or as little as the purse can afford must be allowed, but such expenditures cannot be considered in the way of necessities to the tour. Another thing that is not included, and which of course must be reckoned according to the individual taste and needs, is the matter of entertainment and liquid refreshment. The question of bar expenses is one that demands consideration, for at the present time one of the pleasures of the Orient tour and the trans-Pacific trip, is that personal freedom has not, as yet, been shackled and one may enjoy the friendly cocktail or glass of wine without becoming a criminal in the eyes of the law.

Much has been said and many com-

(Continued on page 57)

## When the South Calls

Be it Florida, The West Indies, The Mediterranean or California you will require some form of protection for your travel funds.

Thirty years ago the American Express Company originated Travelers Cheques.

Today thousands of Banks and Express Offices sell American Express Travelers Cheques each year to hundreds of thousands of travelers.

The value of a Travelers Cheque lies in its safety and in its "spendability." American Express Travelers Cheques not only insure your travel funds against loss or theft but thirty years of international use has made them acceptable in all countries.

With Travelers Cheques you can pay your hotel bill, purchase railway, steamship or Pullman tickets, pay your check in the dining car or for your seat in a sightseeing automobile. Merchants the world over accept these Travelers Cheques in payment of merchandise and souvenirs. You require no introduction other than your signature when you present—

### AMERICAN EXPRESS TRAVELERS CHEQUES

Your personal check will not carry you very far from your home town for the simple reason that you are away from those who know you. American Express Travelers Cheques are known and establish your credit the world over.

#### AMERICAN EXPRESS TOURS AND CRUISES:—

A Cruise Around South America. Four Cruises to the West Indies. Tours to the Orient, the Mediterranean, Europe, California and Florida. Independent tours arranged to fit any pocketbook. For details and booklets address the Manager of the Travel Department of the—

### AMERICAN EXPRESS COMPANY

65 Broadway, New York

Offices or Correspondents Everywhere

INTERNATIONAL BANKING, SHIPPING, TRAVEL AND FOREIGN TRADE

At Home, at the Club, Cafe or Hotel

## CASWELL'S COFFEE

*always satisfactory*

**Geo. W. Caswell Company**

Phone Sutter 6654    442-452 Second St.    San Francisco, Cal.

**Sold With A Guarantee**





## ORIENTAL HOTEL—KOBE

### FINEST IN THE FAR EAST

*Located on the Bund and in the Center of the Business Section of the City.*

*Pine minutes' walk from Sannomiya Station and the American Haloba. Roof Garden Commanding Unobstructed view of Harbor and City with Hills in the Background.*

*Fireproof, Steel, Stone and Brick Building.*

*Hot and Cold Running Water in Every Room.*

*Electric Elevator Service. Steam Heat in Every Room. Large and Handsome Foyer. Telephones in Every Room.*

*Best Orchestra in Japan.*

*European Steward.*

*Completely Equipped Garage.*



View of the New Ballroom Oriental Hotel, Kobe

### NEW BANQUET BALLROOM AND THEATRE

*Just Completed and  
Now Open for*

PRIVATE DANCES

BANQUETS

RECEPTIONS

THEATRICALS

DINNERS

LECTURES

CONCERTS

MOTION PICTURES  
and Meetings of all kinds

BANQUET CAPACITY

350 PERSONS

European Steward  
in Charge

CONCERT CAPACITY

700 PERSONS

Completely equipped  
stage with scenery, lights  
and dressing rooms.

Telephones Sannomiya 741 L. D. 1964 & 1597  
Cable Address: "Oriental" KOBE

Rates on Application  
American Plan

Under the Personal Direction of  
**KENT W. CLARK**

# Pershing Square

## The World Centre



**PERSHING SQUARE** is the human, throbbing, nerve center of the Nations of the World—in cosmopolitan New York. Facing the Square, adjoining, or within a step of the Grand Central Terminal, is a group of the world's most sumptuous of modern hotels—The Biltmore, Hotel Commodore, The Belmont and Murray Hill Hotel. In these monuments of architectural art, the metropolis of the world entertains the stranger within its gates, with all the amazing interests and luxuries of twentieth century hotel life—10,000 guests a day—and every day a different 10,000. Here, in the atmosphere of great possibilities, are planned and settled the political, financial, social, literary, artistic and business interests of the day.



THE MURRAY HILL

PLAN OF PROPOSED NEW BUILDING

JAMES WOODS

NEW YORK CITY

THE BELMONT

JAMES WOODS

NEW YORK CITY



# New York City of Great Hotels

Fifth Avenue, with its fashionable shops, is one block away. The clubs, the theatres, the restaurants, libraries, art galleries, concert and exhibition halls are nearby. The arteries of transportation, subways, elevated and surface cars, center here, bringing the most remote points of the city within easy touch.

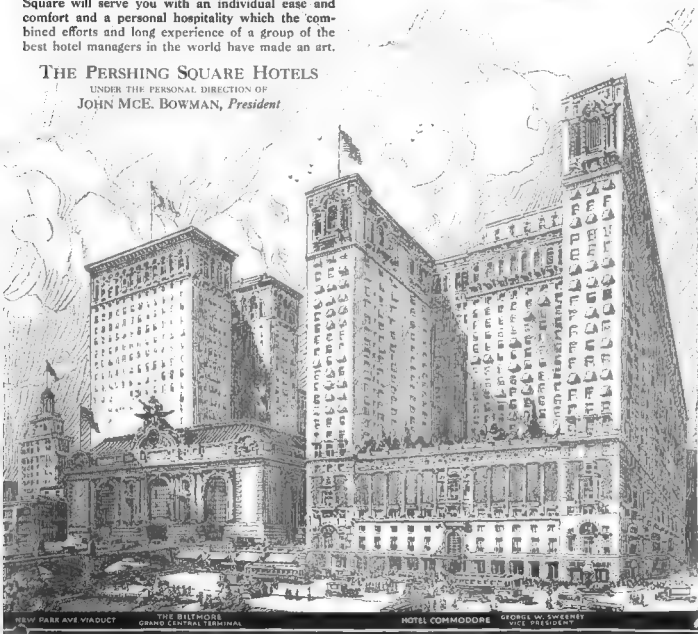
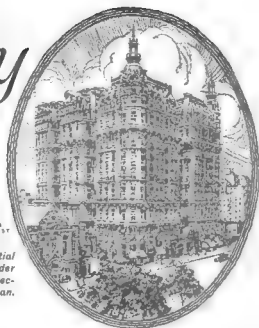
Whatever your business, or pleasure, in New York—a day, a week, a year—whatever your purse, whatever your tastes, one of these splendid hotels of Pershing Square will serve you with an individual ease and comfort and a personal hospitality which the combined efforts and long experience of a group of the best hotel managers in the world have made an art.

## THE PERSHING SQUARE HOTELS

UNDER THE PERSONAL DIRECTION OF  
JOHN MCE. BOWMAN, *President*

THE ANSONIA  
BROADWAY AT 71<sup>ST</sup> ST  
EOW. H. T. BOWMAN

—in the residential  
section—also under  
the personal direc-  
tion of Mr. Bowman.





# Davies, Turner & Co.

**Foreign Freight Contractors and Forwarders**  
**Customs Brokers - Storage - Marine Insurance**

**Special Facilities for Prompt Handling of All  
 Kinds of Foreign Freight**

**Offices in the Principal Ports of the World**

**NEW YORK, BOSTON, PHILADELPHIA, CHICAGO, ST. LOUIS, CLEVELAND, DETROIT  
 SAN FRANCISCO: 260 CALIFORNIA STREET**

**Cable Address: SPEDITION, New York, Boston, Philadelphia, Chicago, St. Louis, Cleveland,  
 San Francisco, London, Liverpool, Glasgow, Bristol, Birmingham, Manchester, Paris.**

**Connecting with**

**DAVIES, TURNER & CO., Ltd.  
 LONDON, LIVERPOOL, BRISTOL, BIRMINGHAM, GLASGOW,  
 MANCHESTER, PARIS.**

**Freight Agents**

**MESSAGERIES MARITIMES OF FRANCE**

**Freight Agents**

**TOYO KISEN KAISHA**



## GATHERING WITH THE GODS AT IZUMO

(Continued from page 11)

Thus the place became the revered shrine of Onamuji, long before the Sun Goddess had directed the building of Geku at Ise, where she left with her own grandson, Ninigi-no-Mikoto, the shining sacred mirror symbolic of her own flashing self. As years passed newer shrines to other gods were built about the land, but still the shrine at Izumo remained the abode of Onamuji, the dean of all titular deities, to whom all others bowed in homage. Came then the meeting of these gods when the affairs of mortals, the fates of nations, the welfare of the islands, the happiness of peoples, were discussed to which the others came. This conference was first held in the tenth month (October) and since that time has been held at that time each year. Thus in Izumo October is known as *Kamiazuki*, the month with the gods' while elsewhere throughout Nippon it bears the name *Kannazuki*, 'the month without gods,' because during that time all other shrines save Ise are deserted by their deities who are gathered at Izumo in solemn conclave. It was to house these heavenly visitors," continued Hattori, "that the nineteen detached shrines were erected around the temple at Izumo. During the rest of the year they stood vacant and unoccupied, dedicated to no particular deity. In October, however, they become the temporary residence of those spirits from afar, who came to Izumo."

This was the tale Hattori told as we sat on the temple steps in the fading day—a fanciful legend that recalled in its essence the myths of ancient Greece.

Then the twilight came softly on, and the darkness wiped the last vestige of color from the sky and wrapped the earth in its sable panoply. Over the black bulk of Mt. Yakumo the evening star hung low seemingly very near to the earth, and the night cast its spell upon us. One by one the objects in the courtyard, the buildings themselves, took shape as our eyes became accustomed to the gloom. The stillness was painful—not a sound save the sigh of the wind in the giant pines bordering the roadway, or the faint murmur of the waves as they fell on the beach a thousand yards away. The majesty of Izumo was making itself felt, mysterious, impelling.

Suddenly Hattori touched my arm—"Look, look," he whispered, and began to mumble something in Japanese. "What is it?" I asked. "I can see nothing." Tremblingly he pointed toward the farther end of the court. "See, they come." Amazed I looked in the direction indicated but at first I could make out nothing. I looked at my companion. He was frozen to the spot. Eyes fastened on the temple gate, his whole body tense with pent up excitement, "See! see!" he whispered. Then I looked again and from the gate there came a procession of grey, ephemeral, fleeting, weird shapes, a ghostly parade that wended its silent way across the court and up to the respective shrines. At the first they stopped, and at the second and so on until the last was reached where the last wraith seemed to enter and disappear. Like bronze statues we stood, not daring to move, so amazed, so awed at the wonderful

sight. Then Hattori, with a sharp indrawing of breath, bowed thrice and said in reverent tones. "Such sights few mortals see. The gods have come this night to Izumo. For this is the month *Kamiazuki* and you and I have seen them. Thrice blessed are we, who have thus been privileged to gather with the gods at Izumo."

With his words the charm was broken, the solemnity of the moment shattered, the mysticism of the place dispelled. The secondary shrines stood yawningly vacant awaiting the occupation of the visitors. The wind that had sounded its diapason through the pines became cold and drear and across the courtyard a thin wisp of fog blown in from the sea twisted and turned almost upon the ground.

I shook Hattori by the shoulder rousing him from his trance. "Come," I said, "it's getting late and I am cold. Let's go home."

"I have gathered with the gods at Izumo," he murmured, "and have seen the spirits as they assembled. Tomorrow I shall bring gifts to lay before the shrine."

"Yes," I answered roughly, "the fog blowing through that lattice fence did look like the visiting gods. But it's all gone now and we had better go home and get something to eat."

But Hattori could not agree with me. He had seen the vision and was exalted far above such temporal things. So I led him back to the hotel where even the pleasing stimulus of warm sake and food failed to bring his mind back to earth.

Then he departed to tell his friends of the wonders he had seen leaving me alone by the glowing hibachi.

And did his family and his friends believe his story of the vision?

They did not, but accused the visiting foreigner of having led astray the formerly upright and model school teacher.



### The Colonel says:

Real worth is found in the Colonel Ball and that is why it has been so universally adopted by good golfers as reliable in flight, true in putting, and durable in use.

COLONEL GOLF BALLS  
\$1.00 Each. \$12.00 Per Doz.

In the familiar Meshed Marking or the popular new Dimpled Marking.

### ST. MUNGO MFG. CO., OF AMERICA

121-123 Sylvan Avenue,  
Newark, N. J.

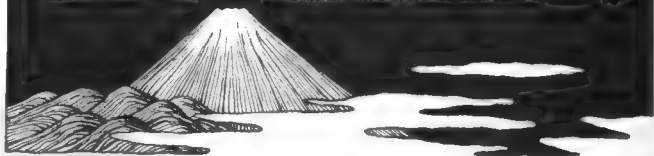
New York, 36 Warren St. Boston, 143 Federal St.  
Philadelphia, 1101 Market St. Chicago, 30 S. State St.  
San Francisco, 44 Kearny St.



SMALL SIZE  
NON-FLOATER

# HOTELS

## IN JAPAN & MANCHURIA



### Members of JAPAN HOTEL ASSOCIATION

RATES FOR AVERAGE SINGLE ROOMS WITHOUT BATH (Meals Included)  
Y 12 - 15 in cities, etc. Y 8 - 10 in country districts.

#### IN JAPAN PROPER

CHUZENJI (NIKKO):—	KYOTO:—	NARA:—	SHIZUOKA:—
LAKEBIDE HOTEL	KYOTO HOTEL	NARA HOTEL	DAITOKWAN HOTEL
KAMAKURA:—	MIYAKO HOTEL	NIKKO:—	TOKYO:—
KAHIN HOTEL	MATSUSHIMA:—	KANAYA HOTEL	IMPERIAL HOTEL
KARUIZAWA:—	PARK HOTEL	NIKKO HOTEL	TOKYO STATION HOTEL
MIKASA HOTEL	MIYAJIMA:—	OSAKA:—	TSUKUJI BEIYOKEN HOTEL
KOBE:—	MIYAJIMA HOTEL	OSAKA HOTEL	YOKOHAMA:—
ORIENTAL HOTEL	MIYANOSHITA:—	SHIMONOSEKI:—	GRAND HOTEL
TOR HOTEL	FUJIA HOTEL	SAN-YO HOTEL	

#### IN TAIWAN (FORMOSA)

TAIHOKU:—  
TAIWAN RAILWAY HOTEL

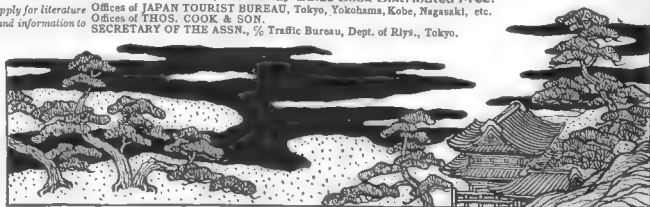
#### IN CHOSEN

KEINO (SEOUL):—  
CHOSEN HOTEL  
FUSAN:—  
FUSAN STATION HOTEL  
SHINGISHU:—  
SHINGISHU STATION HOTEL

#### IN MANCHURIA

CHANGCHUN:—  
YAMATO HOTEL  
DAIREN:—  
YAMATO HOTEL  
HOSHIGAU:—  
YAMATO HOTEL  
HOTEN (MUKDEN):—  
YAMATO HOTEL  
RYOJUN (PORT ARTHUR):—  
YAMATO HOTEL

"JAPAN," A Handy Guide Book Distributed Free!  
Apply for literature Offices of JAPAN TOURIST BUREAU, Tokyo, Yokohama, Kobe, Nagasaki, etc.  
and information to Offices of THOS. COOK & SON.  
SECRETARY OF THE ASSN., % Traffic Bureau, Dept. of Riys., Tokyo.





## LIGHT

That Dark Corner  
Or Yard With An

### ACETYLENE FLARE LIGHT

We carry them in  
stock in San Francisco,  
Cal.

ALSO

Safety Appliances

### OLY-ACETYLENE APPARATUS

AT FACTORY  
PRICES

Write for our full  
Catalogue Dept. "J"

**E. D. BULLARD**

268 Market St. San Francisco, Cal.



## THE COST OF IT

(Continued from page 50)

plaints made about the overcrowding of accommodations at the various ports of the Far East. This is a condition that always has and perhaps always will exist to a greater or less extent. At these ports, incoming and outgoing steamers bring crowds of people at certain times, which fill all the accommodations to overflowing. If the traffic could be so regulated that one ship would arrive as another departed, then all would be well. This, unfortunately, cannot be done and as a result, with one or more steamers in port, the new arrival must take what he can get and be glad that he is no worse off. This congestion of the port cities of both Japan and China is not typical of the entire country. On the contrary, at many times when the port hotels are entirely filled up, there are ample accommodations available at the nearby resorts and smaller cities.

This point is well taken by the leading hotel men of Japan, one of whom, H. S. K. Yamaguchi, of the celebrated Fujiya Hotel at Miyanoshta, writes concerning it as follows:

"On the other hand, let me tell you that even during the days of the greatest spring rush, the hotels in the country were never as congested as the city hotels—that is, those of the ports. If we can only find some means to convey to the travelers the news that if they cannot find accommodations in Yokohama, they can go to Kumakura or Miyanoshta or Nikko, in short time and the same applies to those landing at Kobe, who will find that at Kyoto and at Nara are as excellent hotels as they may wish."

Jabez Stone made the trip to the Orient and back on \$850.00, but he did not buy anything and had but little chance for outside enjoyment. George Allen says he was a "cheap skate" and got nothing from the trip, but Stone says he had a wonderful experience—a splendid rest—gained a fund of new ideas and acquaintances and altogether considered it the best vacation he ever had. Also that in his opinion, it is *better* to "go cheap" than not at all. There is another friend of ours, who went to the Far East with a practically unlimited letter of credit and found that it was not enough.

In between these is the above estimate, an average expense account for the average first class traveler—not a lavish-handed old-timer like the "Tungsten King"—not the unlimited funds of such a generous ambassador

(Continued on page 51)



## Dress Up

When You Get to California

Our designers "Know How" to produce clothes up to the latest decrees of New York and London Fashions.

Phone us when you get to your Hotel in San Francisco and we will submit samples of the Latest Woolens and Styles in Men's Dress to fit you out correctly—upon short notice.

Satisfaction or money back.

### OHLSON & HOLMES TAILORS

Successors to H. S. Briggs & Co.

French Bank Bldg. 110 Sutter St.

SAN FRANCISCO

Established 1865

## Honolulu Dairyman's Association

HONOLULU, T. H.

### PURE MILK AND CREAM

We make a specialty of Certified Baby Milk, give us your order and we will deliver on board in any quantity. Bring Ice Cream delivered to refrigerator of steamer.

## McCabe, Hamilton & Renny Co., Ltd.

### STEVEDORES

Ships' Mail in Our Care Promptly  
Delivered

### HONOLULU, T. H.

Cables:

Watkins, Scott's 9th ed., A-1, A.B.C.

Cable Address:  
"RENNY"

## MARINE ELECTRIC COMPANY

### Electric Installations

Armature Winding, Supplies  
and Repairs, Marine Generators,  
Search Lights, etc.

195 FREMONT ST. SAN FRANCISCO, CAL.

**LEVENSON COMPANY**

Established 1875

Outlery, Hardware, Metal Ware, Kitchen Ware  
Tin Ware, Willow Ware, Wooden Ware  
Aluminum Ware, Janitorial Supplies

325-327 MARKET ST., SAN FRANCISCO  
(Formerly Front and Pine Sts.)

**Schweitzer & Co., Inc.**

**Wholesale Butchers  
and Meat Jobbers**

Importers of  
**AUSTRALIAN MEATS**

**136-148 FIFTH STREET  
SAN FRANCISCO**

TELEPHONE—SUTTER 638

Established 1871

**Michalitschke Bros. & Co.**

THE STANDARD CIGAR HOUSE  
109 FIRST ST. SAN FRANCISCO

Melville S. Toplitz  
F. L. Willekes MacDonald

**MacDONALD & CO.**

EXPORT—IMPORT  
454 Montgomery Street  
SAN FRANCISCO, CALIFORNIA

**Belfour, Guthrie & Co.**

MERCHANTS  
IMPORTERS AND EXPORTERS  
Agents of Harrison Direct Line of Steamers  
to and from European Ports

100 CALIFORNIA ST. SAN FRANCISCO

Also  
Los Angeles, Cal., Portland, Ore., Seattle and  
Tacoma, Wash., and Vancouver, B. C.  
Belfour, Williamson & Co., London, Liverpool  
and New York  
Williamson, Belfour & Co., Valparaiso, Chili.

**Petroleum Products Co.**

of California  
Geo. W. McNEAR, President  
Exporters—Gasoline, Kerosene  
Lubricating Oils and Greases  
433 CALIFORNIA ST. SAN FRANCISCO, CAL.  
Cable Address: PETROPROD All Codes



Here is Chester A. Doyle, world-famous cosmopolite, who recently celebrated his safe return from an around-the-Pacific tour with a unique revival of the primitive Hawaiian Kahuna ceremony at the crater of the Volcano Kilauea.

**Good Graces of Goddess Pele  
Invoked by Returning Traveler**

**Kahuna Rite—The Ancient Ceremonial of Thanksgiving Performed at Firepit of Kilauea, as Official Ending of Chester Doyle's World Pilgrimage**

As a fitting finish—an official consummation—of his round-the-Pacific tour that carried him over 60,000 miles through Japan, China, Philippines, Indo-China, India, Java, Borneo, Australia, Tasmania, New Zealand and Tahiti, Chester A. Doyle, glad-handed ambassador from American hotels to the fraternity in the lands bordering on the Pacific, performed the unique and ancient ceremony called by the Hawaiians "kahuna" at the edge of the crater of Kilauea, the home of eternal fire. The story as told in the *Honolulu Advertiser* is an interesting one, of which the following is a part:

"Chester A. Doyle's 61,000-mile

THE  
**KOSTER COMPANY**

433 CALIFORNIA STREET  
SAN FRANCISCO

**AMERICAN & FOREIGN  
DEVELOPMENT**

Exporters of

**BARREL  
SHOOKS**

Agents for

**CALIFORNIA BARREL CO.  
PEKIN COOPERAGE CO.  
WESTERN COOPERAGE CO.**

CABLE ADDRESS:  
"KOSTER"  
ALL CODES

**BAYLE, LACOSTE & CO.**

Wholesale and Retail Dealers in  
Tripe, Calves' Heads and Feet, Brains, Tongues,  
Sweetbread, Livers and Ox Tails

**California Market  
444 Pine Street**

Phones:  
Office, Douglas 3738 Factory, Butchertown 30  
San Francisco, Cal.

**HOPS AND MALT**

FROM  
THE LARGEST HOP-GROWERS  
IN THE WORLD

**Manufacturers of Choice  
California  
Chevalier and Bay Malt**

We grow hops on our own lands in the best hop growing districts of California, Oregon, Washington and British Columbia. Write for samples.

Cable Address—all offices:  
CLEMHORST—all codes

**E. Clemens Horst Co.**  
San Francisco New York London



Pan-Pacific good-fellow trip is now officially *pau*.

"It was ended with appropriate rites, according to the best Hawaiian tradition, on the brink of the Volcano of Kilauea.

"Speaking the proper phrases in Hawaiian, Mr. Doyle tossed a white chicken, a bottle of gin (so *he* says), and a much-traveled sign into the fires of the crater.

"The sign was a card from the hotels by which Mr. Doyle's mission as representative of Hotel St. Francis, San Francisco, the Biltmore and other hotels in New York belonging to the syndicate controlled by John McE. Bowman was set forth. It had been carried by him, dislodged on his baggage, in all the countries of the Orient. With it the press agent extraordinary—his mission to establish an entente cordiale between the American hotels and the hotels of the Far East—had traveled in and on all manner of conveyances, from a Pullman to a howdah on the back of an elephant.

"The Indian ryot and the Chinese coolie had wondered at the sign's strange lettering. It had followed the shining track of the road to Mandalay and had jolted along the ruts that lead to the great wall that held back the Tartars.

"Cherry blossoms had sifted over it, and it had rested beneath the shade of antipodean blue gums.

"The sign was displayed in all the many lectures Mr. Doyle gave on the mainland, in which he told of the wonder and terror of the great volcano of his island home.

"And so the sign, as a token of the journey done, went into the red lips of Pele with the chicken and the gin, symbols of gratitude and tokens of desire for a continuation of the good fortune which, according to native legend, is hers to grant the traveler who pays her proper homage.

"George Lycurgus invited Mr. Doyle as his guest for the ceremony, and entertained him at the Hilo Hotel and at Volcano House, from whose staff during his stay was flown the Hawaiian flag, which was hoisted over every hotel he visited during his travels, and which has been presented by him to the Honolulu Ad Club.

"Pictures were taken of the ceremony at the crater, which will be featured in the American newspapers, as other camera records of the wanderings of this modern commercial Ulysses."

## International Banking Corporation

Capital and Surplus: \$10,000,000 - - Undivided Profits: \$3,200,000

Owned by The National City Bank of New York

HEAD OFFICE: 60 WALL STREET, NEW YORK

San Francisco Office: 232 Montgomery St. London Office: 36 Bishopsgate, E. C.  
Lyons Office: 27 Place Tolozan

### BRANCHES

#### CHINA

Canton  
Hankow  
Harbin  
Hongkong  
Peking  
Shanghai  
Tientsin  
Tientsin  
Tientsin

#### JAPAN

Kobe  
Yokohama

#### DOMINICAN REPUBLIC

Barahona  
Puerto Plata  
San Pedro de Macoris  
Sanchez  
Santiago  
Santo Domingo

#### INDIA

Bombay  
Calcutta  
Rangoon

#### JAWA

Batavia  
Sourabaya  
PANAMA  
Colon  
Panama

#### PHILIPPINE ISLANDS

Cebu  
Manila

#### STRAITS SETTLEMENTS

Singapore

### BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK

#### ARGENTINA

Buenos Aires  
Onco (Buenos Aires)  
Rosario

#### BELGIUM

Antwerp  
Brussels

#### BRAZIL

Bahia  
Pernambuco  
Porto Alegre  
Rio de Janeiro  
Santos  
Sao Paulo

#### CHILE

Santiago  
Valparaiso

#### COLOMBIA

Barranquilla  
Bogota  
Medellin

#### CUBA

Havana and 22 other cities in Cuba

#### ITALY

Genoa

#### PERU

Lima

#### PORTO RICO

Ponce  
San Juan

#### RUSSIA

Moscow } temporarily  
Petrograd } discontinued

#### SOUTH AFRICA

Cape Town

#### SPAIN

Barcelona  
Madrid

#### TRINIDAD

Port of Spain

#### URUGUAY

Montevideo  
Calle Rondeau (Montevideo)

#### VENEZUELA

Caracas  
Ciudad Bolivar  
Maracaibo

## American Trading Company

NEW YORK—SAN FRANCISCO—TACOMA

LONDON—SYDNEY

YOKOHAMA—TOKIO—KOBE—FUSAN—SHANGHAI

BUENOS AIRES—RIO DE JANEIRO—HAVANA

MARTINIQUE

EXPORTERS, IMPORTERS AND SHIPPERS OF

## GENERAL MERCHANDISE

The Export World and Herald

Published by

American Trading Company

25 BROAD ST., NEW YORK

ASK US FOR SAMPLE COPY AND ADVERTISING RATES



H. H. HENRICI, President  
H. T. FROST, Secretary  
J. A. McEWEN, Vice-President  
**The Johnson Locke Mercantile Co.**  
Import and Export Factors  
**RICE, OILS, PEANUTS, BEANS, ETC.**  
Kobe, Yokohama, Hongkong  
No. 1 Drumm Street San Francisco

J. ESCALLE J. DOASSANS  
**J. DOASSANS & CO.**  
PORK PACKERS  
Cheapest Kinds of Sausages, Hams, Bacon, etc.  
Club House and French Sausages a Specialty  
STALLS NOS. 88 TO 90  
CALIFORNIA MARKET  
Phone: Sutter 4870 - 4871 San Francisco, Cal.

**Griffith-Durney Company**  
San Francisco, California  
Canned Foods and Leading  
Salmon Handlers

**Charles L. Goetting & Co.**  
Dealers in  
Domestic and Tropical Fruits & Produce  
**California Market**  
Phone Douglas 3761  
SAN FRANCISCO

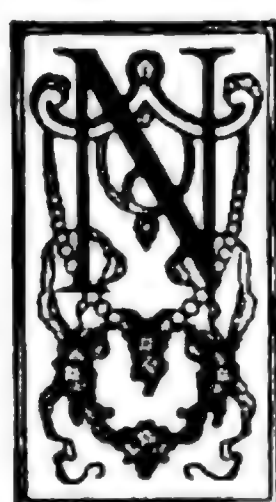
P. O. BOX 2175  
**A. PALADINI**  
Wholesale and Retail FISH DEALER  
Fresh, Salt, Smoked, Pickled and Dried Fish  
540-554 Clay St.,  
San Francisco

**J. & R. WILSON, Inc.**  
Wholesale Ship Chandlers, Wholesale Ship  
Provision Dealers, Wholesale Engine Supplies  
Lion Patent Metallic Packings, Beldams Patent  
Metallic Packings, Gladiator High and Low Pressure  
Asbestos Packing, Federal Anti-Corrosive and Anti-  
Fouling Paints, Best Coating for Bottoms of Iron and  
Steel Vessels, Federal Copper Paint—Best Coating  
for Wooden Vessels, Briggs Bituminous Solution  
Paint—Best Iron Paint to Stop Corrosion.  
127-125 STEUART ST., SAN FRANCISCO, CALIF.

Main Office, 80 Yamashita Cho, Yokohama, Japan  
New York Office, 100-102 W. 32nd St., New York, N. Y.  
**NIPPON DRY GOODS CO.**  
Manufacturers & Importers of  
JAPANESE GOODS  
Pine and Front Streets : Phone Sutter 600  
SAN FRANCISCO, CAL.

**Pacific Orient Co.**  
Established 1901  
EXPORT — IMPORT  
16 California St., San Francisco, Cal.  
Cable Address: COWEN All Codes

## Koreans Developing Under Japanese Rule, Says Returning Teacher



NOT in all Korea or out of it is there a Korean of sufficient executive ability to assume control of the reins of a liberated government, says D. A. Bunker, an American who has spent 34 years in Korea in charge of schools and engaged in missionary work, who arrived on the Anyo Maru.

Dr. Bunker is not pro-Japanese. He is for Korea and the Koreans, yet he believes from his long association with the Koreans that there is not today a Korean who has risen to sufficient importance who could successfully wield the power on behalf of a Korean republic.

In the opinion of Dr. Bunker, as interviewed by a reporter of the *Pacific Commercial Advertiser*, Honolulu, of which the following is a part, the several thousand Japanese who have risen to positions of importance in the government places, in the direction of finance and industry, and the several thousands of diplomats, captains of industry and the directors of its commercial activities form a screen for the people, who have, despite the great advances of Japan, remained the Japanese of old.

The Koreans, the rank and file, have shown a willingness to advance.

Today there is a tendency among the Japanese officials to put Koreans in employed positions.

"Those Koreans are showing an aptitude which bears out the truth of my statements," remarked Dr. Bunker. "They are splendid employees in the banks. So far it yielded Korea no one man of sufficient calibre to take hold of a government that might be established for them.

"The Japanese are the most wonderful people in transforming the face of nature and making it beautiful and productive," said Dr. Bunker.

In granting more freedom to Koreans to obtain employment on public works, in banks and other institutions, Dr. Bunker believes that Japanese militarism in Korea is dying out.

He believes that the new government is doing its best to carry out its promises of reforms.

He believes that Governor General Saito is doing his best to create reforms, but as he followed a military regime he is yet handicapped.

Dr. Bunker is well acquainted with Dr. Syngman Rhee, who is called the "President of the Korean Republic," and maintains his headquarters in



**"BEAR BRAND"**  
California Oak Bark  
**SOLE LEATHER**  
**KULLMAN, SALZ & CO.,**  
Incorporated  
803 Wells Fargo Building  
San Francisco, Calif., U. S. A.  
Cable Address "Kulmansals"

PHONE KEARNY 3117

**A. N. NELSON & CO.**  
Exporters, Importers and Wholesalers  
BUTTER, EGGS, CHEESE, PROVI-  
SIONS, SHIP SUPPLIES, CANNED  
GOODS, SALT, SALT FISH, ETC.  
87-89 CLAY ST., SAN FRANCISCO

J. W. LEGGETT B. C. BREMER  
**MATTOON & CO.**  
Custom House Brokers and  
Forwarding Agents  
516 BATTERY STREET  
San Francisco, Calif.  
Phone Sutter 374

**Dodge, Sweeney & Co.**  
Groceries, Dairy Produce  
Provisions  
Sunkist—Brownie—F. F. C.  
Brands Canned Fruits  
and Vegetables  
STEAMERS, SHIPS and EXPEDITIONS  
Supplied Completely  
36 TO 48 SPEAR STREET  
SAN FRANCISCO



## MARINE INSURANCE

**You Can Insure Your Baggage  
on Sea and Land**

Against Fire and Theft and All the  
Perils of Navigation and  
Transportation

## AETNA INSURANCE COMPANY

325 California St., San Francisco

Castle & Cooke Ltd., Agts., Honolulu  
Selling Agents in all parts of the world

## Johnson & Higgins

INSURANCE EXCHANGE BLDG.,  
SAN FRANCISCO

## FIRE MARINE LIABILITY

INSURANCE BROKERS and  
AVERAGE ADJUSTERS

Phone Kearny 2496

## WM. H. THORNLEY

CUSTOM HOUSE BROKER  
AND FORWARDING AGENT

520 BATTERY ST. SAN FRANCISCO

## H. N. Cook Belting Co.

MANUFACTURERS

## LEATHER BELTING

SAN FRANCISCO, U. S. A.

## William Cluff Company,

INC.

SAN FRANCISCO, CALIF.

IMPORTERS EXPORTERS

Manufacturers and Cannors  
Exclusive Representatives

Canned Fruit, Canned Vegetables  
Groceries and Provisions, Shoes  
Rubber Sundries, Hardware, Chemicals

GENERAL MERCHANDISE  
FOREIGN OFFICES

Shanghai, China Manila, P. I.

Philadelphia and occasionally revisits Honolulu, his home for many years. Dr. Rhee was a pupil of Dr. Bunker's school. He knew Rhee, also, when he was a political prisoner in a Seoul jail. He visited Rhee, and with the latter established libraries for the prisoners to patronize. He is still interested in Rhee.

Dr. Bunker went to Seoul in 1886, when it was still the capital of the real "Hermit Kingdom." But even then there was a telegraph line connecting Seoul with Peking. Later there was an American trolley line in Seoul, and then came modern plants of many kinds.

He has seen all the changes from an isolated kingdom, from the old established line of kings, through the enforced abdication of the Korean ruler, the establishment of a Japanese protectorate and the development of the country under Japan.

Dr. Bunker is now on a furlough, and will visit several South American cities.

### THE COST OF IT

(Continued from page 57)

as Chester Doyle—but the average man of average means and average taste. On or at about these figures, this, the wonder tour of all the world can be made safely, sanely, comfortably and delightfully, providing an experience that will never be forgotten or regretted.

And now is the time to plan to make it.

### PERSONAL MENTION

(Continued from page 41)

is manager of the shipbuilding department of the Department of Communications in Tokyo. Mr. Yamamoto was the senior representative of the Japanese Government at the International Seamen's Congress, held in Genoa, and since its conclusion has visited the principal cities of Europe and this country.

Mrs. Ashley Harris, wife of a well-known business man of Shanghai, who has been visiting in San Francisco for the past three months, returned to her home on the S. S. Persia Maru. She was accompanied by her sister, Miss Gertrude James, who is planning to make an extended visit with her in the Orient.

Oyster Beds: Shoalwater Bay, Wash.; San Lorenzo, S. F. Bay and Hamlet, Tomales Bay, Cal.

## WEST COAST OYSTER CO.

PLANTERS AND WHOLESALE  
DEALERS

290-292 TEHAMA STREET

Phone Douglas 1955 San Francisco, Cal.

Established 1850

## LANGLEY & MICHAELS COMPANY

Importers and Wholesale

## DRUGGISTS

Druggists Sundries, Glassware, Pharmaceutical  
Preparations, Soda Fountains and Supplies

MANUFACTURERS OF  
HYDROGEN PEROXIDE

42-44 First Street

11-21 Stevenson Street

SAN FRANCISCO

Phone Douglas 3598

## W. S. ALEXANDER

General Insurance and Merchandise Brokers  
Contract and Surety Bonds  
Burglary and Accident Insurance  
Automobile Policies and Customs Contracts

525 Market Street

San Francisco

Cable Address:  
BLISS, San Francisco

Western Union  
Telegraph Code

## Geo. Herrmann Company

Hops in Bales and Cases  
Anhydrous Ammonia Aqua Ammonia 26°  
Solvay 75% Calcium Chloride, Solid and  
Granulated

300 FRONT ST.

SAN FRANCISCO, CAL.

## O'Brien, Spotorno & Mitchell

Wholesale and Retail Dealers in

POULTRY, GAME and DAIRY PRODUCE

Agents for CANTEL Cheeses

California St. bet. Montgomery and Kearny  
San Francisco, California

Telephone Douglas 3622

Connecting all Departments

## W. M. DuVal & Co.

IMPORTERS AND EXPORTERS

112 Market Street

SAN FRANCISCO, CAL.

Cable Address: "DuVal"—All Codes

## S. L. JONES & CO.

INCORPORATED  
Established 1849

IMPORTERS AND EXPORTERS

Corresponding with every country in the World  
HEAD OFFICE

138-140 CALIFORNIA ST., SAN FRANCISCO

Branches: New York, Portland, Seattle  
Hongkong, Shanghai, Kobe

## GARCIA & MAGGINI CO.

PACKERS AND SHIPPERS

DRIED AND GREEN FRUITS AND VEGE-  
TABLES, NUTS, DATES, HONEY  
BEANS, ETC.

302 to 304 DRENN STREET

SAN FRANCISCO

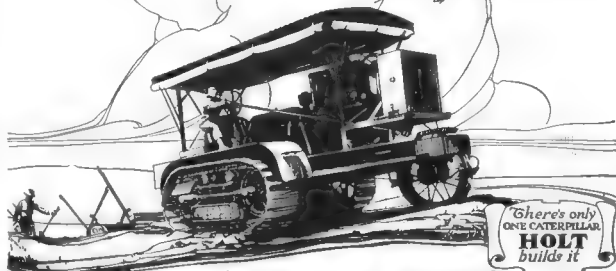
CALIFORNIA



# The CATERPILLAR

Reg. U.S. Pat. Off.

## TRACTOR



### *— a farm-business machine*

Built into every "Caterpillar" Tractor is a big, sound farming-business principle: lowest cost per working hour.

To the manufacturer this principle demands the construction of the very best, the most efficient machine manufacturing skill can produce—a machine accurate to a hair's breadth in every detail—one that stands up under the heaviest work any tractor can be called upon to perform.

To you this principle means that the "Caterpillar" Tractor will pay back in shortest time every dollar you invest in it. It is a farming-business proposition pure and simple. It enables you to

plow better and more economically; it enables you to cultivate better and more economically; it enables you to harvest better and more economically.

"Caterpillar" Tractor owners all over the world have proved the truth of these statements. The "Caterpillar" Tractor's record in war and in peace is a story of exceptional performance at lowest cost per working hour.

If you are interested in cutting down your farming expenses by modern tractor methods—write today for the story of the "Caterpillar" Tractor so that you can judge for yourself.

## THE HOLT MANUFACTURING COMPANY

San Francisco

STOCKTON, CALIF.

PEORIA, ILL.

Los Angeles

MITSUI &amp; CO., Ltd.

Japan, Formosa, Korea and Manchuria

PACIFIC COMMERCIAL CO.

Philippine Islands

THE DAVIS COMPANY, Ltd.

Singapore and Dutch East Indies



## BOOK REVIEWS

## "Trading in the Far East"

Undertaking to provide an interpretation for commercial purposes, of trade conditions in the countries bordering on the Pacific, with a general analysis of trade opportunities and potentialities for development of the resources of the Orient, the new edition of "Trading in the Far East," published by the Irving National Bank of New York, offers a wealth of foreign trade data and interesting information from the standpoint of the American importer, exporter and banker.

Speaking of trade possibilities between the United States and Japan, the book says:

"The two countries are ideally situated for commerce. For twenty years, the United States has been the best customer Japan has had in the world market. There appears no reason why this trade cannot continue, as the products we get from Japan are such as we cannot produce ourselves. Japan, on the other hand, should buy even more from us than in the past. The war brought us Japan's custom in many things—notably machinery and products of iron and steel—which formerly was given to Great Britain and Germany. These products

she should continue to buy. In addition, there is the demand for raw materials which this country always has supplied and which should increase as Japan's industrial activities expand."

America's commerce with the Far East last year exceeded \$2,000,000,000 or more than 15 per cent of our world trade, says this author.

"These figures," he continues, "furnish ample ground for the belief of many that the greater future of American trade lies across the Pacific rather than the Atlantic. Every trade report and every returning trader brings the message that Asia—that continent of tremendous distances, vast man power and potential natural wealth almost unbelievable—is only at the beginning of a marvelous development and that the stage now is set for her economic awakening. In this development it would seem that

G. F. Newell J. H. Marshall  
**Marshall - Newell Supply Co.**  
Incorporated  
ENGINEERS' AND MACHINISTS'  
SUPPLIES AND GENERAL  
HARDWARE  
SPEAR AND MISSION STS.  
Phone Sutter 5585 San Francisco, Cal.

**C. HENRY SMITH**  
SHIPPING AND COMMISSION MERCHANT  
United States Ford Administration License No. 0-5588  
313 CALIFORNIA ST. SAN FRANCISCO  
Cable Address: CHERRINC  
Codes: Lieber's A. B. C. 4th and 5th Edition,  
Western Union and Private  
Bentley's and Reed's

**The Home of the CHICKERING**  
Sohmer, Autopiano, Ampico, Foster  
Deavenport-Tresay Victoria Records  
**Byron Mauzy** Sohmer and  
520 STOCKTON, on Union Square other Pianos  
San Francisco  
575 14th Street, Oakland

## Metropolitan Laundry Co.

FOR  
**STEAMSHIPS, RAILROADS  
HOTELS, RESTAURANTS  
ALSO FAMILY TRADE**

Telephone Market 2170

**We Have a Parcel Post Service for Out-of-Town  
Customers  
SAN FRANCISCO**

**Tales of the Sea  
Tales of See and  
Tales of the CCC**

## The Log

OF THE CIRCUMNAVIGATORS CLUB  
Advertising Contract Blank and Rates  
upon application

Stories and Articles by Celebrated  
Circumnavigators Covers and Cartoons  
by Circumarteditiorankivell  
Circumbyspecialdispensationglackens  
and Mile. Legrima Bonafoux

The organ of the Circumnavigators  
Club printed bi-monthly for the  
pleasure of Circumnavigators, and  
those who ought to be.

## SUBSCRIPTIONS

This side of the C \$1.00  
The other side of the C \$1.50  
Single Copy, 20c  
J. H. BURCH, Jr., Editor

**The Log of the  
Circumnavigators Club**  
Burlington, New Jersey, U. S. A.

**"The Quality Coffee of America!"**

**M. J. B. COFFEE—WHY?**



**Vacuum Packed in Tins**

Remains Fresh Indefinitely—  
SUITABLE FOR SHIPMENT TO  
ANY PART OF THE WORLD.

*First in Flavor—Unsurpassed in Quality  
and Economy. Every Can Guaranteed.*

**M. J. Brandenstein & Co.**

655 THIRD STREET

SAN FRANCISCO, CALIF.



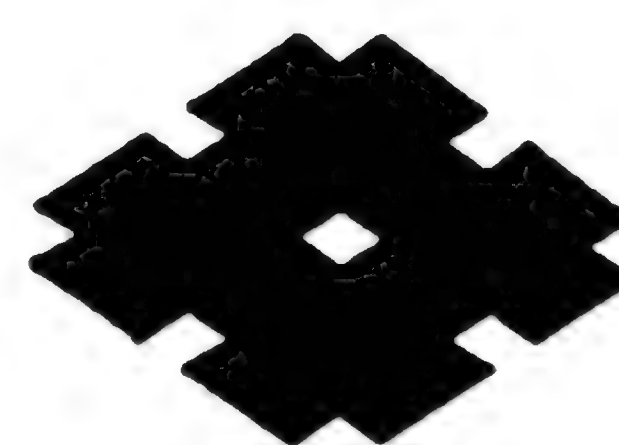
the United States must have a part. Our position as the nearest great nation which produces in quantity the things which the Orient needs compels it."

Detailed information on the commercial, industrial and natural resources of every country in the Orient which is a factor in foreign trade is compiled in the book, which is a volume of 320 pages. The countries treated include Japan, with her territorial possessions of Chosen and Formosa; Siberia, the Chinese Republic, the Philippines, India, Ceylon, Afghanistan and Baluchistan; Siam, French Indo-China, the Straits Settlements and the rich islands of the Dutch East Indies. Trade needs, customs and methods of business in each of these lands are described as well as the racial characteristics of the various peoples which inhabit them.

Special attention is given to the technical aspect of the business of exporting and importing. Methods of organizing one's business for overseas trade and selling goods in Eastern countries, together with the preparation of documents for incoming and outgoing shipments, are dealt with in detail. Separate chapters are devoted to the functions of banks in the financing of import and export trade, the important subject of marine insurance, the value of advertising, routes for salesmen, tariff information of the various countries and the packing of merchandise for transport to distant lands. In addition, the volume contains a wide range of miscellaneous information, all of it designed to be of value to the foreign trader.

"The Heart of Nami-san," by Kenjiro Tokutomi, popular Japanese author, often referred to as the Tolstoi of Japan, and published by the Stratford Company of Boston, is arousing much interest among book-lovers. The story is simply told, and gives the reader an insight into Japanese customs, the varied types of its women, and in the depiction of war scenes, brings out the courageousness of its men. It is a love story with a sad ending centered around the life of Nami-san, a delightful little Japanese girl, who has the misfortune of being unacceptable to a cold, plotting mother-in-law, whose unique position in Japanese life is well brought out in the book.

To assume the management of the Bank of Indo-China at Tahiti, L. de la Valle arrived on the Persia Maru. He was accompanied by his wife and four children. They sailed two days later on the Union liner Tofua for his new post.



# THE SUMITOMO BANK, Limited

Established 1912

*(Successors to the Sumitomo Bank)*

Capital	-	-	-	-	-	Yen 30,000,000.00
Paid-up Capital	-	-	-	-	-	22,500,000.00
Reserve Fund	-	-	-	-	-	4,100,000.00
Deposits (June, 1918)	-	-	-	-	-	220,000,000.00

Head Office:

**OSAKA, JAPAN**

**BARON K. SUMITOMO, President**

**K. YUKAWA, Esq., Managing Director**

**T. KANO, Esq., Managing Director**

**S. YOSHIDA, Esq., Managing Director**

**N. YATSUSHIRO, Esq., Managing Director**

**Home Branches:**

Tokyo, Yokohama, Nagoya, Kyoto, Kobe, Onomichi, Niihama,  
Kure, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu,  
Hakata, Kurume, Etc.

**Foreign Branches:**

San Francisco, Seattle, New York  
London, Shanghai, Hankow, Bombay

**Agents:**

Lloyds Bank, Limited, London  
National City Bank of New York, New York  
The Sumitomo Bank of Hawaii, Honolulu

**Correspondents**

**In All Important Places at Home and Abroad.**

**The Bank buys, sells and receives for collection Drafts and Telegraphic Transfers;  
issues Commercial and Travelers' Letters of Credit available in all impor-  
tant parts of the world, besides doing General Banking Business.**





## THE BANK OF CHOSEN

Capital (Subscribed) Yen 40,000,000

Capital (Paid up) Yen 25,000,000

Governor: S. Minobe, Esq.

Deputy Governor: T. Kano, Esq.

### Directors:

T. Mishima, Esq. Y. Kimura, Esq.

S. Ohta, Esq. S. Katayama, Esq.

### HEAD OFFICE:

SEOUL, CHOSEN, (Korea)

### BRANCHES:

Japan Proper:

Tokyo Osaka Kobe

### Korea:

Chemulpo Pyeongyang Fusan Wonsan

Taiko and 5 other points

### Manchuria:

Antung Mukden Dairen Newchang

Changchun Harbin

and 10 other points

### China:

Tsingtau Shanghai Tientsin Tsinan

### Vladivostok:

Matsuda Bank (affiliated bank)

### Principal Foreign Correspondence

London: London Joint City and Midland Bank, Ltd.; Guaranty Trust Company of New York.

Paris: Banque Francaise pour le Commerce et l'Industrie; Guaranty Trust Company of New York.

Lyon: Credit Lyonnais.

New York: Guaranty Trust Company of New York; Equitable Trust Company of New York; National Bank of Commerce in New York; National City Bank of New York; Irving National Bank.

San Francisco: Wells Fargo Nevada National Bank; Canadian Bank of Commerce (also Seattle, Vancouver).

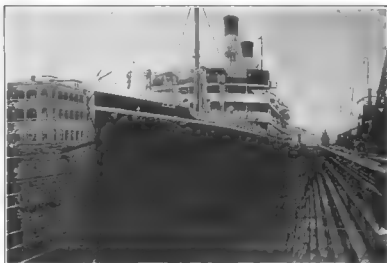
## HONGKONG & WHAMPOA DOCK CO. LIMITED

TELEGRAPHIC ADDRESS:  
"HONGKONG" HONGKONG

HONGKONG

Cable No.: 41; A & C. Fifth Edition:  
Engineering, First and Second Editions;  
Western Union and Walkers

*Dock Owners, Ship Builders*  
*Marine and Land Engineers* *Boiler Makers*  
*Iron and Brass Founders* *Forge Masters, Electricians*



### ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIRS

Masters up-to-date plant operated by our own specially trained workmen under EXPERT-EUROPEAN supervision.  
Please Address Enquiries to the Chief Manager, R. M. DYER, B. Sc., M. I. N. A.  
Kowloon Dock, Hongkong

HEAD OFFICE: KOWLOON  
Telephone No. 13 K

TOWN OFFICE: QUEEN'S BUILDING  
Telephone No. 20 Hongkong

## The Taikoo Dockyard and Engineering Company of HONGKONG, Limited

Works and General Offices: QUARRY BAY, HONGKONG

General Managers: JOHN SWIRE & SONS, Ltd., 5 Billiter Square, London

Agents in Hongkong, China and Japan: BUTTERFIELD & SWIRE  
(John Swire & Sons, Ltd.)

Telegrams: TEMSRLOAF, London. TAIKOOKDOCK, Hongkong

**Engineers  
Boiler Makers  
Repairers**

*Builders  
of all types of  
Passenger  
and Cargo  
Steamers*



**DRY DOCK**  
787 x 88 Feet  
Depth: 34½ Feet

**SLIPWAYS**  
Capable of Taking  
Steamers up to:  
No. 1, 2700 Tons  
No. 2, 2000 Tons  
No. 3, 2000 Tons

The Building Yard is Laid Out With Furnaces and Plant Fitted  
for Building Vessels up to 20,000 Tons

# NIPPON YUSEN KAISHA.

JAPOANESE STEAMSHIP LINE



## N. Y. K.

operates **NUMEROUS STEAMSHIP LINES**  
to all parts of the globe

with

**Japan**

as centre

**SUPERB SHIP ! SPLENDID SERVICE !**

### BRANCHES & AGENCIES

Yokohama	.....	Nippon Yusen Kaisha
Kobe	.....	Nippon Yusen Kaisha
Shanghai	.....	Nippon Yusen Kaisha
Tientsin	.....	Nippon Yusen Kaisha
Hongkong	.....	Nippon Yusen Kaisha
Manila	.....	Warner, Barne & Co.
Singapore	.....	Nippon Yusen Kaisha
Calcutta	.....	Nippon Yusen Kaisha
Bombay	.....	Nippon Yusen Kaisha
Sydney	.....	Burns, Philp & Co.
Melbourne	.....	Dalgely & Co., Ltd.
Seattle	.....	Nippon Yusen Kaisha
New York	.....	Nippon Yusen Kaisha
London	.....	Nippon Yusen Kaisha
	.....	&c., &c., &c.

### PRINCIPAL LINES

European Line	.....	Fortnightly
Australian Line	.....	Monthly
Seattle Line	.....	Every 3 weeks
South American Line	.....	Once every 2 months
New York Line	.....	Every 4 weeks
Bombay Line	.....	Fortnightly
Calcutta Line	.....	Fortnightly
Japan-Java-Calcutta Line	.....	Monthly
Calcutta-New York Line	.....	Monthly
South Sea Islands Line	.....	Semi-monthly
Shanghai Line	.....	3 times a week
North China Line	.....	Every 6 days
	.....	&c., &c., &c.

## Head Office, Tokyo, Japan

branches and Agencies at all the Principal Ports of the World



**KUHARA TRADING CO., Ltd.**  
(Kuhara Shoji Kaisha, Ltd.)  
**IMPORTERS, EXPORTERS,  
MANUFACTURERS' AGENTS,  
SHIPOWNERS & CHARTERERS**  
Kohl Building  
**SAN FRANCISCO**

**THE DAIRY FARM, ICE &  
COLD STORAGE CO., Ltd.**  
*Dairy Farmers, Poulterers*  
Importers of Australian Frozen Beef,  
Mutton, Lamb and Fresh Butter  
*Manufacturers of*  
**"CRYSTAL" ICE**  
*Contractors to*  
**H. B. M'S. ARMY AND NAVY**  
**2 Lower Albert Road**  
**HONGKONG**  
Telegraphic Address: Milkmaid

  
**Miyamoto Gomei Kaisha**  
**HEAD OFFICE:**  
**Shimochoja-Machi, Sancho**  
**NAGOYA, JAPAN**  
  
Manufacturers and Exporters of  
Printed Piece Goods, Strip Fabrics, Cotton  
Crepes, Japanese Towelings, Upholstery, Dry  
Goods, Pongee Silks, Crepe de Chine, and  
General Goods.  
  
Importers of  
Dye Stuffs, Leathers, Chemicals, Fancy Goods,  
Stationery, Tools, Paints, Woolen Piece Goods  
  
CABLE ADDRESS:  
"Miyamoto," Nagoya  
  
CODE USED:  
Bentley's Complete Phrase  
"A. B. C." 5th Edition

P. O. Box 852 Telephone 605  
New 2605  
  
**Ah Chew Brothers**  
**Lee Chuck**  
  
729 Alakea St., Opp. Gregg Co. Next Door Seamen's  
Institute, near Alakea Wharf  
**HONOLULU, T. H.**  
  
Dealers in  
Dry Goods, Groceries, Fruits and Vegetables of all kinds,  
Guaranteed in Good Order  
  
Delivered to any part of the city free of charge  
Ships' Supplies a Specialty. Deliveries made on short  
notice, day or night

**Y. Takakuwa & Co.**  
(Limited)  
**GENERAL AGENTS**  
**Importers, Exporters and**  
**Commission Merchants**  
  
Cable Address: "Takapu," Honolulu  
**HONOLULU T. H.**

## Across the Pacific Along the Pathway of the Sun

On the Fast, Safe, Comfortable and  
Luxurious Steamers of the  
Toyo Kisen Kaisha

Toyo Kisen Kaisha is the largest  
steamship company operating be-  
tween San Francisco, Japan and the  
Orient. It maintains fast and fre-  
quent service across the Pacific, fol-  
lowing the "Pathway of the Sun"  
along the semi-tropic route. This is  
one of the most delightful ocean voy-  
ages in the world, as it carries the  
passenger through smooth semi-tropic  
water and the balmy days and nights  
which permit of life in the open air  
on the broad decks nearly every hour  
of the voyage—a fact to be consid-  
ered by travelers in selecting the  
route for their trans-Pacific voyage.

The steamers of this line are of the  
most advanced types, having been  
built especially for this service with  
every device for the safety, comfort  
and pleasure of passengers. The  
present fleet of the North American  
line consists of the following:

S. S. "SHINYO MARU"—Triple screw  
turbine, 21 knots speed, displacement  
22,000 tons.

S. S. "TENYO MARU"—Triple screw tur-  
bine, 21 knots speed, displacement 22,000  
tons.

S. S. "SIBERIA MARU"—Twin screw, 18  
knots speed, displacement 20,000 tons.

S. S. "KOREA MARU"—Twin screw, 18  
knots speed, displacement 20,000 tons.

S. S. "PERSIA MARU"—Single screw, 15  
knots speed, displacement, 9000 tons.

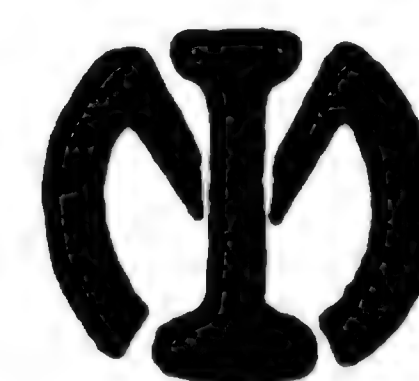
The Tenyo and Shinyo Maru are  
sister ships of 22,000 tons displace-  
ment. They are driven by triple  
screw turbine engines which account  
for an utter absence of vibration and  
can attain a speed of twenty-one  
knots per hour. These ships are as  
finely equipped in every detail as the  
best first-class hotels on shore, and  
leave nothing to be desired in service  
or table. The total length of the deck  
area measures almost a mile, giving  
ample opportunity for exercise and  
promenade.

The Korea Maru and Siberia Maru  
are somewhat smaller than the above  
mentioned, being of 20,000 tons dis-  
placement and are driven by twin  
screw engines. They were built espe-  
cially for the trans-Pacific trade and  
are exceptionally comfortable.

S. S. Persia Maru is of 9,000 tons  
displacement and is also a popular  
ship.

Its passenger accommodations are  
amidships, all rooms being afforded  
plenty of light and ventilation. All  
rooms are comfortable.

(Continued on page 69)



## South Manchuria Railway

### MANCHURIA AND CHOSEN LINES

Circular and Overland Trips at Greatly  
Reduced Rates.

### Tourist Travel Off the Beaten Track

Tourists in the Far East should not  
miss Manchuria. Through Japan,  
Chosen (Korea), and Manchuria (or  
vice versa) is an ideal trip, combining  
the distinctive characteristics of  
three unique and profoundly interest-  
ing countries.

The Chosen and Manchurian Lines  
are under the management of the  
South Manchuria Railway Company.  
Express trains have been temporarily  
suspended (except between Fusan and  
Seoul), but the Ordinary Trains are  
equal to most American trains, run  
at least three times a day from each  
end, and to some of them Sleeping  
and Dining Cars are attached.

Hotels under the Company's man-  
agement are established on foreign  
lines at Seoul (capital of Chosen),  
Fusan and Shingishu (the two extrem-  
ities of Chosen), Kongosan (the fa-  
mous Diamond Mountain of Korea,  
rivalling Switzerland in scenery),  
Mukden (ancient capital of China,  
home of the Manchu Dynasty, noted  
for Imperial Palaces and Tombs),  
Changchun (junction for three railways  
and "key to Manchuria"), Port Ar-  
thur (of world-wide fame for its his-  
toric sieges and ruined forts), Dairen  
(one of the greatest commercial cities  
in the Orient), and Hoshigaura (the  
finest seaside resort in North China.)

For pictorial guide-books, pamph-  
lets, and further particulars, apply to  
the Tourist and Ticket Agencies, or  
direct to the

South Manchuria Railway Company.

HEAD OFFICE: Dairen.

BRANCH OFFICES: Tokyo, Seoul, Har-  
bin, Kirin, Peking, and Shanghai.

Tel. Add.: "Mantetsu." Codes:  
A.B.C. 5th Ed.; A1; & Lieber's.



**You will like visiting  
Japan for a number of reasons.**

## ***Japanese Government Railways***

Japan is the world's greatest vacationland—a portal to a continent of untold natural resources and great business possibilities—unequaled in her wonderful climate—unique in the evolution of modern history.



Here you will find the East cordially meeting the West and the Old Civilization melting into the New. A social enigma, a political sphinx, an anachronism in one thing or another, to the Western mind, Japan is really as progressive and peace-loving a nation as any that has ever flourished on the face of the earth.

Be your object to seek for health or happiness, profit or pleasure, rest or activity, do not miss visiting Japan: she will never disappoint you. Her scenic beauty will charm you, her special mode of life will interest you, and the character of her people will impress you. Let this year include your trip to Japan!

**Map shows the principal lines of the Imperial Government Railways.**

Imperial Government Railways own a network of 6,200 miles of Thoroughly Equipped Lines. Sleeping and Dining Cars, Frequent Express and Through Trains. English speaking staff on chief Trains and at principal Stations.

For information and Literature, please apply to Traffic Department, Imperial Government Railways, Tokyo or Offices of the Japan Tourist Bureau, Thos. Cook & Son, etc.



(Continued from page 67)

In addition to these liners a number of freighters are also operated on the North American line, giving a freight service extending from San Francisco to Singapore, by way of Japan, China and Philippine ports.

Another freight service is from Singapore to Havana, Cuba, by way of Japan, China, Honolulu, San Francisco, New Orleans and Havana.

On these lines vessels of the standard 8,800 deadweight ton type are used, which are designed particularly for this trade. These at present are Choyo Maru and Koyo Maru.

#### **Toyo Kisen Kaisha Trans-Pacific Service to South America**

In connection with the trans-Pacific service to North America, Toyo Kisen Kaisha also operates a line of steamers from Hongkong to Valparaiso (South America), via Moji, Kobe, Yokohama, Honolulu, San Francisco, San Pedro (Los Angeles), Salina Cruz, Balboa (Ancon), Callao, Arica and Iquiqui. This is the longest regular service in operation by any Japanese steamship line touching American ports.

The steamers on this line are in through round trip service between China and Japan ports and Southern Chile via San Francisco and West coast ports of North and South America. Steamers call at San Pedro on their outward and homeward voyages to the Orient. These steamers are all large and modern and have saloon accommodations.

S. S. "ANYO MARU"—The Anyo Maru was built at the Mitsubishi Dockyard and Engine Works, Nagasaki, and has displacement of 18,500 tons. It is 466 feet in length, 68 feet in breadth, with a depth of 38 feet. The Anyo Maru has accommodations for first, second and third-class passengers.

S. S. "KIYO MARU"—This steamer is of 17,200 tons displacement. It was built in the Mitsubishi Dockyard and Engine Works at Nagasaki. It is 470 feet long, 68 feet beam and 31 feet in depth. There are accommodations for a limited number of first-class passengers and for a large number of second and third-class.

S. S. "SEIYO MARU"—This vessel is 14,000 tons displacement and was built by Russell & Company, Port Glasgow. It has accommodations for first, second and third-class passengers. It is 404 feet in length, with a breadth of 53 feet.

In addition to these, eleven new vessels are now under construction, for delivery before December 31, 1920. Of these three will be as large as the Anyo Maru but better equipped for both passengers and freight. The eight others will be of the standard 8,800 deadweight ton type, the same as the Choyo Maru and Koyo Maru.

With these steamers in service, the South American line will be the best equipped steamer line in that trade.

The headquarters of Toyo Kisen Kaisha is at Tokyo, the general offices at Yokohama, with branch offices in the leading Oriental ports. The office in San Francisco is at 625 Market street and in New York at 165 Broadway.

# KIRIN BEER

Japan's  
Foremost  
Brew

Obtainable on  
all ships of the  
Toyo Kisen  
Kaisha



SOLE AGENTS  
MEIDI-YA CO., Ltd.

# SUZUKI & CO.

FOUNDED 1877

IMPORT and EXPORT MERCHANTS  
Manufacturers' and Shipowners' Managers

HEAD OFFICE: KOBE, JAPAN

SAN FRANCISCO, 310 Sansome St.  
SEATTLE, - 400 Colman Building  
NEW YORK, - - 220 Broadway  
FORT WORTH, TEX., 507 So. Main St.

#### OTHER BRANCH OFFICES:

London	Bombay	Shanghai	Dairen
Fort Worth	Calcutta	Hongkong	Vladivostok
Sydney	Singapore	Tsingtao	Tientsin
Hamburg	Sourabaya	Hankow	

and throughout Japan, Manchuria and Chosen

Correspondents at all the Principal Cities Throughout the World.



Toyo Kisen Kaisha S. S. Shinyo Maru Leaving Kobe Harbor

A LIST OF AGENTS AND REPRESENTATIVES OF

# TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP CO.)  
IMPERIAL JAPANESE AND UNITED STATES MAIL LINE  
"THE PATHWAY OF THE SUN"

## From San Francisco to Japan, China Philippines and the Far East

For Information Regarding Passage and Freight Address any of the Following:

**TOYO KISEN KAISHA** maintains agents in the principal cities of the world, thus enabling travelers to secure definite information regarding rates and sailings at all times. The full list of these representatives is given below, and they will be glad to give any service in their power to those who request their assistance. As these men are all recognized authorities on travel matters, travelers will find it to their advantage to avail themselves of their service and advice whether their plans are for the transpacific journey or for travel in America or any other country in the world.

**TOYO KISEN KAISHA**  
Head Office: Tokyo, Japan  
General Office: Yokohama  
San Francisco Office  
Fourth Floor, Merchants National Bank Building.  
New York Office: 165 Broadway  
Chicago Office: 66 E. Washington

### AGENTS IN THE UNITED STATES, CANADA AND MEXICO

**Akron, Ohio**  
Firststate Park Trust & Savings Bank.  
C. D. Honadle, Union Passenger Depot.

**Albany, N.Y.**  
Cunard Line, 55 North Forestry St.  
D. Ashbury, Gen. Agent, Southern Pacific Co., 319 Healy Bldg.

**Baltimore, Md.**  
Cunard Line, 197 E. Baltimore St.  
Am. Express Co., 38 E. Baltimore St.  
W. B. Johnson, Gen. Agent, Southern Pacific Co., 403 Hartman Bldg.

**Birmingham, Ala.**  
S. J. Brown, Gen. Agent, Southern Pacific Co., 5 Woolworth Bldg.

**Boston, Mass.**  
Cunard Line, 129 State St.  
Thomas Cook & Son, 256 Washington St.  
Wm. H. Hayes S. S. and Tourist Agency, 10 Congress St.  
Raymond & Whitecomb, 22 Beacon St.  
Mariner's Tours, 246 Washington St.  
Am. Express Co., 48 Franklin St.

J. H. Glynn, Gen. Agent, Southern Pacific Co., 12 Mill St.  
Willard Massey, Gen. Agent, Union Pacific Co., 207 Old South Bldg.  
S. B. John, D. P. A., Santa Fe, 326 Washington St.  
E. C. Tate, G. A., Western Pacific, 430 Old South Bldg.

**Buffalo, New York**  
Am. Express Co., Main and Erie St.  
Buffalo Trust Co.

**Cincinnati, Ohio**  
American Express Co., 4th and Race Sts.  
F. E. Scott, Gen. Agent, Southern Pacific Co., 207 2nd National Bank Bldg.  
W. H. Connor, Gen. Agent, Union Pacific Co., 724 Union Central Bldg.  
F. G. Burnett, G. A., Santa Fe, 200 Neave Bldg.

**Chicago, Ill.**  
Toyo Kisen Kaisha, 55 E. Washington St.  
Cunard Line, Dearborn and Randolph Sts.  
Thomas Cook & Son, 117 North Dearborn St.  
Raymond & Whitecomb, 112 North Dearborn St.  
Am. Express Co., 32 West Monroe St.  
Frank E. Scott, Ticket Office, Blackstone Hotel.  
C. I. Keith, 179 W. Jackson Boulevard  
C. L. McFall, Gen. Agent, Southern Pacific Co., 35 W. Jackson Blvd.  
Geo. Bierman, G. A., P. D., Union Pacific Co., 51 East Washington St.  
J. R. Moriarty, D. P. A., Santa Fe, 179 W. Jackson St.  
J. E. Courtney, G. A., Western Pacific, 700 Westminster Bldg.  
Toyo Kisen Kaisha, 38 E. Washington St.

**Cleveland, Ohio**  
Cunard Line, Hotel Cleveland, Public Square.  
The Colver-Miller Co., 2033 East Ninth St., Cleveland Trust Bldg.  
Akron, Folman & Lawrence, 713 Euclid Ave.  
Am. Express Co., 2044-E. 9th St.  
P. Palmaster, D. P. A., Santa Fe, 425 Bangor Bldg.  
J. H. Harper, G. A., Western Pacific, Bangor Bldg.

**Denver, Colo.**  
E. D. Whitley, Denver R. S. and Tourist Agency.  
L. B. Banks, Gen. Agt., Southern Pacific Co., Dearborn Bldg.  
J. P. Hall, D. P. A., Santa Fe, Union Station.  
W. K. Cumbluff, A. G. P. A., Union Pacific Co., 18th & California.

**Des Moines, Iowa**  
D. M. Shrenk, Gen. Agent, Union Pacific Co., 209 Fifth St.  
S. Lester, G. A., Santa Fe, 918 Flynn Bldg.

**Detroit, Mich.**  
Cunard Line, 35 Washington Boulevard.  
Am. Express Co., 111 Fort St. West.  
W. W. Hale, Gen. Agent, Southern Pacific Co., 111 Madison Bldg.  
A. R. Malvern, Gen. Agent, Union Pacific Co., 117 Lafayette Bldg.  
F. T. Hendry, Gen. Agent, Santa Fe, Free Press Bldg.  
H. I. Scofield, G. A., Western Pacific, 808 C. of C. Bldg.  
M. S. Murphy Co., 207 Murphy Bldg.

**El Paso, Tex.**  
Southwestern S. S. Agency.

**El Centro, Cal.**  
Security Commercial & Savings Bank.

**Fort Worth, Texas**  
E. W. Martindell, G. A., Western Pacific, care of F. W. & D. C. R.R.

**Grand Junction, Colo.**  
W. H. Krouse, G. A., Western Pacific.

**Highland Park, Mich.**  
Highland Park State Bank.

**Hot Springs, Ark.**  
Leon Nunnallyville, Mo. Pac. Ticket Office.

**Kansas City, Mo.**  
L. R. Welch, 707 Walnut St.  
Vadette Travel Bureau.  
Hotel Mehlbach.  
American Express Co., 1125 McGee St.  
H. F. Kern, Gen. Agent, Southern Pacific Co., Railway Exchange Bldg.  
J. O. Goodell, A. G. P. A., 708 Walnut St.  
Geo. Hagenbach, D. P. A., Santa Fe, 710 Walnut St.  
E. C. Korbach, G. A., Western Pacific, 707 Walnut St.

**Los Angeles, Cal.**  
American Express Co., 732 S. Broadway  
Thomas Cook & Son, Hotel Alexandria.  
D. W. Ferguson, 222 South Broadway.  
Equitable S. S. Agency, 1st and Spring Streets

**Memphis, Tenn.**  
H. D. Wilson, 48 North Main St.  
L. C. Boushara, Gen. Agent, Southern Pacific Co., Exchange Bldg.

**Minneapolis, Minn.**  
E. C. Clay, Gen. Agent, Union Pacific Co., 221 Grand Ave.  
American Express Co., 268 Broadway

**Minneapolis, Minn.**  
Cunard Line, Metropolitan Life Bldg.  
Nils Nilsen, 177 S. Third St.  
American Express Co., 619 Marquette.  
E. H. Hawley, Gen. Agent, Union Pacific Co., 135 South Third St.  
**Nashville, Tenn.**  
J. P. Calver, Jr., Union Station.



**New York, N. Y.**

Toyo Kisen Kaisha, 165 Broadway.  
The Cunard Line, 21-24 State St.  
Thomas Cook & Son, 561 5th Ave. & 245 Broadway.  
Raymond & Whitcomb, 225 Fifth Ave.  
McCann's Tours, Marbridge Bldg., B'rdw'y at 34th.  
Frank Tourist Co., 398 Broadway and 489 5th Ave.  
Marster's Tours, 1123 Broadway  
Gillespie, Kinports and Beard, 59 W. 37th St.  
Frank C. Clark, Times Building.  
Edwin H. Low's Steamship Agency, 1123 Broadway.  
Am. Express Co., 65 Broadway and 118 W. 39th.  
International Sleeping Car Co., 281 5th Ave.  
Bennett's Travel Bureau, 506 5th Ave.  
W. C. Connor, Jr., G. A., Western Pacific, 1102  
71 Broadway.

**New Orleans, La.**—F. J. Orfila, 205 St. Charles St.

**Nogales, Ariz.**

T. G. Wright, care of Southern Pacific Co.

**Oakland, Cal.**

Crabtree's Travel Office, 1437 Broadway.

**Ogden, Utah**

Goodman, Thomas Tours Co., 2379 Hudson Ave.

**Omaha, Neb.**—Peters Trust Co.

H. G. Bock, G. A., Western Pacific Co., 704 W. O. W.  
Bldg.

**Philadelphia, Pa.**

Cunard Line, 1300 Walnut St.  
Thomas Cook & Son, 225 South Broad St.  
Raymond & Whitcomb, 1335 Walnut St.  
Am. Express Co., 1127 Chestnut St.  
Bartlett Tours Company, 200 So 13th St.  
F. T. Brooks, Gen. Agent, Southern Pacific Co.,  
1602 Chestnut St.  
F. L. Peakins, Gen. Agent, Union Pacific Co., 8th  
and Chestnut.  
C. C. Dillard, D. P. A., Santa Fe, 1107 Finance Bldg.

**Pittsburg, Pa.**

Cunard Line, 712 Smithfield St.  
Am. Express Co., 909 Liberty Ave.  
G. G. Herring, Gen. Agent, Southern Pacific Co.,  
Chamber of Commerce Bldg.  
John D. Carter, Gen. Agent, Union Pacific Co.,  
5th & Liberty.  
C. H. Beach, D. P. A., Santa Fe, 200 Standard Life  
Ins. Bldg.  
J. T. Neison, G. A., Western Pacific, 311 Park Bldg.

**Portland, Ore.**

Oregon Pacific Co., Wilcox Bldg.  
American Express Co., 6th and Oak Sts.  
W. C. McBride, G. A., Western Pacific, 415 Failing  
Bldg.

**Portland, Me.**—Robt. W. Reford Co., Ltd., 198 Middle St.

**Redlands, Cal.**—First National Bank.

**Riverside, Cal.**—First National Bank.

**San Francisco, Cal.**

Toyo Kisen Kaisha, 625 Market St.

**Seattle, Wash.**

Cunard Line, 116 Cherry St.  
American Express Co., 804 3rd Ave.  
W. H. Olin, A. G. F. & P. D., Union Pacific Co.

**Salt Lake, Utah**

E. A. Shewe, G. A. P. D., Union Pacific Co., 10  
South Main St.  
J. L. Scott, G. A., Western Pacific, Clift Bldg.

**San Diego, Cal.**—J. Don. Dunann, care Pacific S. S. Co.

**Spokane, Wash.**

W. R. Skey, D. F. & P. A., Union Passenger Station  
St. Louis, Mo.

Cunard Line, 1135-1137 Olive St.  
Am. Express Co., 9th and Locust St.  
G. T. Collett, Gen. Agent, Southern Pacific Co.,  
312-N. Sixth St.  
J. L. Carney, Gen. Agent, Union Pacific Co., 611  
Olive St.

E. H. Dallas, D. P. A., Santa Fe, 296 Arcade Bldg.  
J. L. Hohl, G. A., Western Pacific, Pierce Bldg.

**Tacoma, Wash.**

Wm. Carruthers, D. F. & P. A., Union Pacific Co.  
1301 National Realty Bldg.

**Washington, D. C.**

The Cunard Line, 517 14th St., N. W.  
American Express Co., 1328 F St.

**AGENTS IN CANADA.**

**Halifax, N. S.**

The Robt. Reford Co., Ltd., Granville & George Sts.

**Montreal, Quebec**

Am. Express Co., 231 St. James St.  
Thomas Cook & Son, 530 S. Catherine St., W.  
The Robt. Reford Co., Ltd., 20 Hospital St.

**Quebec, Que.**

The Robt. Reford Co., Ltd., 103 St. Peters St.

**St. John, N. B.**

The Robt. Reford Co., Ltd.

**Toronto, Ont.**

Melville, Davis S. S. and Tourist Co., Ltd., cor.  
Adelaide and Toronto Sts.  
Thomas Cook & Son, 65 Yonge St.

The Robt. Reford Co., Ltd., 50 King St., East

**Vancouver, B. C.**

Cunard Line, 622 Hasting St.

**Winnipeg**

Cunard Line, 270 Main St.

**AGENTS IN THE HAWAIIAN ISLANDS.**

**Honolulu**.....Toyo Kisen Kaisha, Alexander Young  
Building.

**Hilo**.....C. Brewer & Co.

**AGENTS IN CUBA**

**Havana**.....R. Duasaq & Co.

**Santiago**.....Desiderio Parreno

**Cienfuegos**.....Cardona & Co.

**AGENTS IN MEXICO, CENTRAL AND SOUTH AMERICA**

**City of Mexico**.....Kato & Co.

**Salina Cruz, Mex.**.....G. Galicia, Tehuantepec Nat'l Ry. Co.

**Balboa, Panama**.....Panama Agencies Co.

**Mollendo, Peru**.....Mollendo Agency Co.

**Montevideo,**

**Argentina**.....American Express Co.

**Buenos Aires,**

**Argentina**.....American Express Co.

**Lima, Peru**.....W. R. Grace & Co.

**Callao, Peru**.....W. R. Grace & Co.

**Arica, Chile**.....Arica Agencies.

**Iquique, Chile**.....Nitrate Agencies.

**Valparaiso, Chile**.....W. R. Grace & Co.

**AGENTS IN EUROPE.**

**London, Eng.**.....Cunard S. S. Co.

Am. Express Co., 6 Haymarket, S. W. 1  
Thos. Cook & Sons, Ludgate Circus

**Liverpool, Eng.**.....Cunard S. S. Co.

**Amsterdam, Holland**, Hoyman & Schurman Booking Agency.

**AGENTS IN SOUTH AFRICA.**

**Johannesburg**.....Parry, Leon & Hayhoe, Ltd.

**Walvisch Bay**.....Parry, Leon & Hayhoe (C. T.), Ltd.

**Luderitz**.....Parry, Leon & Hayhoe (C. T.), Ltd.

**Cape Town**.....Parry, Leon & Hayhoe (C. T.), Ltd.

**Port Elizabeth**.....Parry, Leon & Hayhoe, Ltd.

**East London**.....Parry, Leon & Hayhoe, Ltd.

**Durban**.....Parry, Leon & Hayhoe, Ltd.

**AGENTS IN AUSTRALIA.**

**Adelaide**.....Burns, Philp & Co., Ltd.

Mellwraith, MacEacharn & Co., Pro-  
prietary, Ltd.

**Brisbane**.....Burns, Philp & Co., Ltd.

**Melbourne**.....Thomas Cook & Son.

Burns, Philp & Co., Ltd.

Mellwraith, MacEacharn & Co., Pro-  
prietary, Ltd.

**Sydney**.....Thomas Cook & Son.

Burns, Philp & Co., Ltd.

**AGENTS IN THE ORIENT.**

**Amoy**.....Douglas, Lapraik & Co.

**Bangkok**.....Anglo Siam Corporation

**Batavia**.....The Borneo Co., Ltd.

**Bombay**.....Thomas Cook & Son.

Cox's Shipping Agency, Ltd.

**Calcutta**.....Thomas Cook & Son.

Jardine, Skinner & Co.

Grindlay & Co., Balmer Lawrie & Co.

**Canton**.....T. E. Griffith.

**Chefoo**.....Cornabe, Eckford & Co.

**Chemulpo**.....Bennett & Co.

**Colombo**.....Thomas Cook & Son.

Delmege, Reid & Co.

**Dairen**.....Cornabe, Eckford & Co.

**Delhi**.....Thomas Cook & Son.

**Foo Chow**.....Bathgate & Co.

**Fusan**.....Holme, Ringer & Co.

**Hankow**.....Westphal, King & Ramsay, Ltd.

**Harbin**.....International Sleeping Car Co.

**Hong Kong**.....Toyo Kisen Kaisha.

**Karachi**.....Forbes, Forbes, Campbell & Co.

**Keelung, Formosa**.....Tait & Co.

**Kobe**.....Toyo Kisen Kaisha.

**Macao**.....De Souza & Co.

**Maccassar**.....Francis Peek & Co.

**Madras**.....Walker & Co.

**Manila**.....Toyo Kisen Kaisha.

**Masampo**.....Holme, Ringer & Co.

**Medan**.....Francis Peek & Co.

**Moji**.....Mitsui Bussan Kaisha.

**Nagasaki**.....Holme, Ringer & Co.

**Newchang**.....A. Van Ness & Co.

**Pedang**.....Francis Peek & Co.

**Peking**.....Thos. Cook & Son.

International Sleeping Car Co.

**Penang**.....Sandilands, Buttery & Co.

McAlister & Co., Ltd.

**Rangoon**.....Thomas Cook & Son.

**Saigon**.....W. V. G. Hale & Co.

**Samarang**.....Burns, Philp & Co.

Francis Peek & Co.

**Seoul**.....L. Rondon & Co.

**Shanghai**.....Toyo Kisen Kaisha.

**Shimidzu**.....Amano Kaisoten.

**Singapore**.....McAlister & Co., Ltd.

**Sourabaya**.....Burns, Philp & Co., Ltd.

Francis Peek & Co.

**Swatow**.....Bradley & Co.

**Tsingtau**.....Cornabe, Eckford & Co.

**Tientsin**.....Liddell Bros. & Co.

International Sleeping Car Co.

**Vladivostok**.....Mitsui Bussan Kaisha, Ltd.

International Sleeping Car Co.

**Yokohama**.....Toyo Kisen Kaisha.

NOTE.—All offices of the principal railways in the  
United States; also all the offices of Cunard S. S., Messrs.  
Thomas Cook & Son, the American Express Co., and  
International Sleeping Car Co., in all parts of the world,  
will quote rates and furnish tickets.

**FOR INFORMATION REGARDING FREIGHT  
RATES, SPACE AND RESERVATIONS APPLY TO  
New York:**

Toyo Kisen Kaisha, 165 Broadway.  
Davies, Turner & Co., 39 Pearl St.

**Boston:**

Davies, Turner & Co., 104 High St.

**Philadelphia:**

Davies, Turner & Co., 316 Walnut St.

**Chicago:**

Toyo Kisen Kaisha, 58 E. Washington St.

Davies, Turner & Co., 111 West Monroe St.

**Cleveland:**

Davies, Turner & Co., 408 American Trust Bldg.

**Detroit, Mich.:**

Davies, Turner & Co., 300 Free Press Bldg.

**St. Louis:**

Davies, Turner & Co., 1436 North Broadway.

**PANAMA AGENCIES  
COMPANY**

**EXPORTERS - IMPORTERS  
STEAMSHIP AGENTS**

**COLON—PANAMA  
BALBOA**

**POST OFFICE ADDRESS:  
ANCON, C. Z.**

**Cable Address: "PANACO"**

**Agents in the Canal Zone and Republic  
of Panama for**

**TOYO KISEN KAISHA  
(ORIENTAL STEAMSHIP CO.)**

**Telephone No. 685**

**No. 147 Connaught Road, West  
Hong Kong**

**AH PONG**

**House and Sign Painter**

**Gilding, Polishing, Graining and  
Scraping, Building Contractor  
Carpenter and Caulker**

**Indo-China Steam  
Navigation Co.  
Limited**

**Shanghai, Weihaiwei, Chefoo and  
Tientsin Line—Every Three Days**

**Shanghai, Swatow, Hong Kong  
and Canton Line—Every Five Days**

The Steamers of this Company  
Offer Superior Passenger Ac-  
commodation and are fitted  
throughout with electric light.

**Calcutta, Hong Kong, Shanghai  
and Japan Line—Every Ten Days**

These Steamers maintain a  
Regular Service between Cal-  
cutta and Kobe, calling at  
Penang, Singapore and Hong  
Kong en route, in addition to  
Moji when Westward bound.

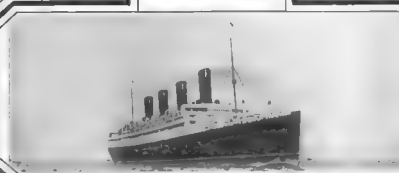
**A Weekly Service is maintained between  
Hong Kong and Manila by the S. S.  
Yuensang and Loongsang, leaving each  
Port on Friday Afternoon.**

**Jardine Matheson & Co.  
Limited**

**General Managers at Hong Kong**



## CUNARD LINE

FIREPLACE  
IN  
PALLADIAN LOUNGE

R.M.S. "AQUITANIA"

## Passenger and Freight Services

New York—Cherbourg— Southampton	New York—Glasgow New York—Mediterranean	Baltimore—Bristol
New York—Liverpool	Boston—Liverpool	Halifax—Southampton
New York—London	Boston—London	Halifax—Liverpool
New York—Bristol	Philadelphia—Liverpool	Halifax—London
New York—Antwerp	Philadelphia—London	Portland, Me.—London
New York—Rotterdam	Philadelphia—Bristol	Portland, Me.—Bristol
		America—Levant

## 21-24 STATE STREET, NEW YORK

126 State Street.....	BOSTON	215 N. 10th Street.....	ST. LOUIS
197 E. Baltimore Street.....	BALTIMORE	501 Market Street.....	SAN FRANCISCO
140 N. Dearborn Street.....	CHICAGO	517 14th Street.....	WASHINGTON, D. C.
Third St. and Second Ave. So.....	MINNEAPOLIS	116 Cherry Street.....	SEATTLE
55 N. Foreyth Street.....	ATLANTA	193 St. Peter's Street.....	QUEBEC, QUE.
1300 Walnut Street.....	PHILADELPHIA	Granville & George Sts.....	HALIFAX, N. S.
712 Smithfield Street.....	PITTSBURGH	88 King St., East.....	TORONTO, ONT.
193 Middle Street.....	PORTLAND, ME.	622 Hastings Street West.....	VANCOUVER
206 St. Charles Street.....	NEW ORLEANS	270 Main Street.....	WINNIPEG
Hotel Cleveland, Public Sq.....	CLEVELAND	20 Hospital Street.....	MONTREAL





# PACIFIC MAIL

## STEAMSHIP CO.

Under American Flag

ESTABLISHED 1848  
PASSENGERS  
AND FREIGHT

### The right way to go

For a half century the Pacific Mail Steamship Company has been carrying freight and passengers to the Orient. Today its ships, American owned and manned, reach every important port in the Orient and Far East. The Pacific Mail's seventy-three years of experience in making people comfortable are reflected in the arrangement of its present day ships and the excellence of its cuisine.

No matter whither bound—the Orient, Far East or Panama—veteran travelers agree the Pacific Mail is the right way to go.

### "The Sunshine Belt to the Orient"

#### TRANS-PACIFIC SERVICE

San Francisco to Honolulu, Yokohama, Kobe, Shanghai, Manila and Hongkong

Sailings every 28 days by S.S. Ecuador, S.S. Ateneo and S.S. Colombia

#### MANILA-EAST INDIA SERVICE

San Francisco direct to India, calling at Honolulu, Manila, Saigon, Singapore, Colombo and Calcutta

Sailings bi-monthly by S.S. Colusa, and S.S. Santa Cruz

#### PANAMA SERVICE

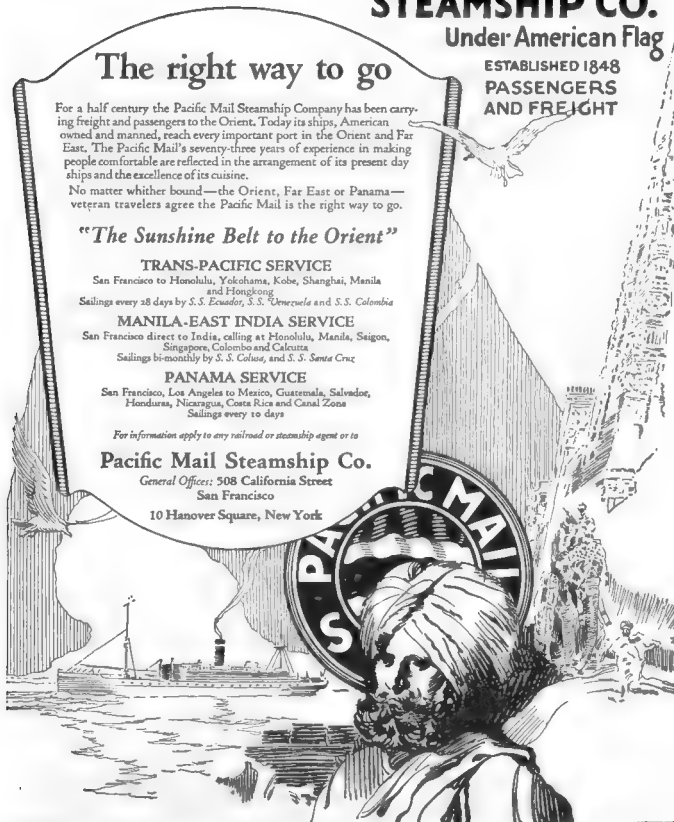
San Francisco, Los Angeles to Mexico, Guatemala, Salvador, Honduras, Nicaragua, Costa Rica and Canal Zone  
Sailings every 10 days

For information apply to any railroad or steamship agent or to

**Pacific Mail Steamship Co.**

General Offices: 508 California Street  
San Francisco

10 Hanover Square, New York



# TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP CO.)  
IMPERIAL JAPANESE AND UNITED STATES MAIL LINE

"THE PATHWAY OF THE SUN"

## From San Francisco to Japan, China Philippines and the Far East

NORTH AMERICAN LINE

FAST AND FREQUENT FREIGHT AND PASSENGER SERVICE

Calling at Honolulu, Yokohama, Kobe, Nagasaki, Manila, Hongkong, Shanghai and connecting at Japan and China ports for all points East, North and South.

S. S. "Shinyo Maru"—"Tenyo Maru"  
12,000 Tons, Triple Screw Turbine. 21 Knots

S. S. "Persia Maru"  
8,700 Tons. 15 Knots

S. S. "Korea Maru"—"Siberia Maru"  
8,700 Tons, Twin Screw Turbine. 12 Knots

PERFECT SERVICE—UNEQUALLED CUISINE

### SAILINGS FROM SAN FRANCISCO

S. S. "KORRA MARU," November 8th  
S. S. "SHINYO MARU," December 29th

S. S. "SIBERIA MARU," November 19th  
S. S. "PERSIA MARU," January 14, 1921

S. S. "TENYO MARU," December 8th  
S. S. "KOREA MARU," January 24, 1921

### SOUTH AMERICAN LINE

The only Regular Direct Service between the Orient (Hongkong, Moji, Kobe, Yokohama), Hawaii (Honolulu), San Francisco, San Pedro (Los Angeles), Mexico (Salina Cruz), Panama (Balboa), and South America (Callao, Arica, Iquique, Valparaiso).

S. S. "ANTO MARU," 15,000 Tons

S. S. "SEIYO MARU," 15,200 Tons

S. S. "SEIYO MARU," 14,000 Tons

AND ELEVEN OTHER LARGE STEAMERS NOW BUILDING

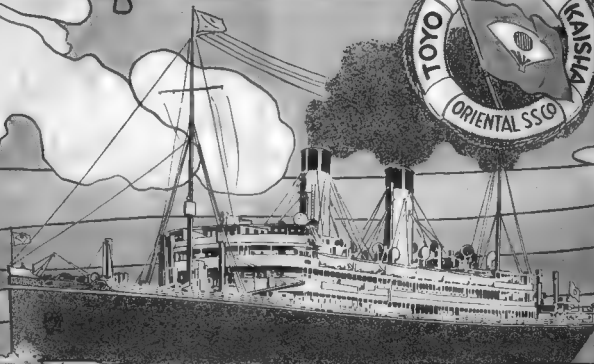
S. S. "SEIYO MARU" sails for Valparaiso and way ports December 21st

### HEAD OFFICE: TOKYO, JAPAN

General Offices for United States  
625 Market St., San Francisco

PORTLAND OFFICE: New York Office  
Wilcox Bldg. 165 Broadway

CHICAGO OFFICE: 58 East Washington St.





LIFE  
OHIO  
UNIVERSITY

# J A P A N



# DIRECT ORIENTAL SERVICE

Our foreign department affords shippers, exporters, importers, DIRECT banking facilities in the Orient and throughout the world. That service is the development of many years of highly specialized effort based upon an intimate acquaintance with the requirements of international trade and the expeditious handling of documentary collections involving the supervision of merchandise.

We invite the correspondence of houses interested in Pacific Coast and Oriental Trade and gladly assure them of the cordial co-operation of our experts.

## RESOURCES OVER ONE HUNDRED MILLION DOLLARS

---

### OFFICERS

HERBERT FLEISHHACKER, President

MORTIMER FLEISHHACKER	- Vice-President	FRED F. OUER	- - - - Assistant Cashier
J. FRIEDLANDER	- - - Vice-President	JOHN GAYLE ANDERTON	- Assistant Cashier
C. F. HUNT	- - - - Vice-President	GEO. A. VAN SMITH	- - Assistant Cashier
E. W. WILSON	- - - - Vice-President	V. KLINKER	- - - - Assistant Cashier
HARRY COE	- - - - Vice-President	J. S. CURRAN	- - - - Assistant Cashier
W. E. WILCOX	- - Vice-President and Cashier	EUGENE PLUNKETT	- - Assistant Cashier
J. W. LILIENTHAL	- - - Vice-President	E. R. ALEXANDER	- - Assistant Cashier
		L. J. AUBERT	- - - - Assistant Cashier

### DIRECTORS

Walter E. Buck	M. Fleishhacker	J. R. Hanify	Chas. C. Moore
E. A. Christensen	A. W. Foster	J. J. Mack	R. D. Robbins, Jr.
Robert Dollar	Wm. F. Humphrey	J. C. McKinstry	Adolfo Stahl
Herbert Fleishhacker	C. F. Hunt	M. Meyerfield, Jr.	Sig. Stern
		Raphael Weill	

---

The Anglo & London Paris National Bank  
Of San Francisco



# Classified Directory of Leading Business Firms

<b>Agricultural Tractors</b>	PAGE
Hott Mfg. Co. (Caterpillar).....	62
<b>Automobiles</b>	
Harold L. Arnold.....	43
<b>Banks</b>	
Anglo & London Paris Nat'l Bank	
Inside Front Cover	
Ban' of Chosen.....	70
Crocker National Bank.....	49
International Banking Corporation	
Ladd & Tilton Bank.....	52
<b>Coal</b>	
King Coal Co.....	2
<b>Cigars</b>	
Michalitschke Bros. & Co.....	56
<b>Coffee</b>	
Caswell's Coffee.....	48
M. J. Brandenstein &.....	61
<b>Dock Yards and Shipbuilding</b>	
Hongkong & Whampoa Dock Co.	
The Taikeon Dockyard & Eng. Co.	
Amuro Dockyard.....	71
<b>Druggists</b>	
Boerhve & Runyon.....	43
Laundry & Michaels.....	43
<b>Electrical</b>	
Marine Electrical Co.....	58
<b>Furs</b>	
I. Magnin & Co.....	38
<b>Florists</b>	
Poderia & Daldocchi.....	45
<b>Freight Forwarders and Shippers</b>	
Davies, Turner & Co.....	50
Katston & Co.....	50
C. Henry Smith.....	81
Wm. H. Thorpe.....	51
Oregon Pacific Co.....	54
<b>Golf Balls and Clubs</b>	
St. Mungo Mfg. Co.....	88
<b>Hardware</b>	
Leveaux Co.....	88
Marshall-Newell Supply Co.....	81
<b>House Furnishings</b>	
W. & J. Sloane.....	44
<b>Hops, Malt, Beer</b>	
Geo. Hermann Co.....	45
E. Clemens Horel.....	58
Kirin Beer.....	53
<b>Hotels</b>	
Ashania.....	51
Billmore Hotel, New York, N. Y.	
Baltimore Hotel, New York, N. Y.	
Clark Hotel, Los Angeles, Cal.	
Clift Hotel.....	41
Commodore Hotel, New York, N. Y.	
Del Monte Hotel, Del Monte, Cal.	
Hongkong Hotel, Hongkong, China.	
Japan Hotel Association.....	37
Kaiser T. Hird Family Hotel.....	37
Murray Hill Hotel, New York, N. Y.	
Oriental Hotel, Kobe, Japan.....	3
Palace Hotel.....	42
Piers Hotel.....	37
St. Francis Hotel, San Francisco, Cal.	
Stewart Hotel, San Francisco, Cal.	
<b>Iron and Steel</b>	
T. J. Morpahan & Co.....	88
Mayfield & Co.....	88
<b>Insurance</b>	
Artes Insurance Co.....	46
W. B. Alexander.....	45
Fryman's Fund.....	46
Johnson & Higgins.....	38
<b>Importers and Exporters—In Orient</b>	
Kohara & Co.....	63
Miyamoto Gomon Kaisha.....	63
Suzuki & Co.....	65
Y. Takakura & Co.....	65



Volume X Number 5

**FEBRUARY - 1921**

(Published on January 1st, 1921)

Price, 15 Cents Per Copy. \$1.50 Per Year.

## CONTENTS

<b>Cover Design—The Crow</b>	
By Chiura	
<b>Frontispiece—Mt. Fuji from Lake Hakone</b>	4
<b>Touring the Tokaido of Today (Illustrated with photos by the author)</b>	5
By Kent W. Clark	
<b>The Japanese Language Schools</b>	14
<b>In the Open Country (Poem)</b>	16
By James King Steele	
<b>Art Feature Section—Japanese Landscape Studies Hirokage—Poet-Musician of Brush and Block</b>	17
By K. K. Kawakami	
By Yone Noguchi	23
<b>Editorial</b>	29
<b>The Flowers of Honolulu</b>	30
<b>Contemporary News and Comments</b>	32
By the Editors	
<b>Who's Who on the Passenger Lists</b>	34-35
<b>Modes of the Moment</b>	36
<b>Call of the Orient is Now Felt</b>	43
<b>Now is the Time to Visit Japan</b>	46
<b>Business and Shipping Notes</b>	66

This magazine is distributed through tourist and ticket agencies in the United States, Honolulu, Japan, China, India, Australia, the Philippines and other countries. In addition it is circulated on steamers of the Toyo Kisen Kaisha and other S. S. lines, and mailed to exporters and importers of America and the Orient and in response to inquiries for rates, schedules and other information. "Japan" reaches a select class of prospective tourists and travelers, travel information bureaus, hotels, importers, exporters, shippers, consignees, etc. The monthly circulation of "Japan" is guaranteed by the Toyo Kisen Kaisha.

Copyright 1920, by JAMES KING STEELE

Advertising rates will be furnished upon application.  
CONTRIBUTIONS—Travelers are invited to send to the Editor photographs, stories or items of interest regarding the steamers or the territories reached by the Toyo Kisen Kaisha. Due credit will be given the author or artist for all matter used.

<b>Importers and Exporters—</b>	PAGE
<b>In America</b>	
American Trading Co.....	66
Bellman, Guthrie Co.....	45
W. M. Davis & Co.....	45
Griffith-Dunne Co.....	45
E. Clemens Horel Co.....	58
S. L. Jones Co.....	45
Johnson-Locke Mercantile Co.....	45
Langley & Michaels.....	45
MacDonald & Co.....	58
Nippon Dry Goods Co.....	58
A. N. Nelson & Co.....	58
Panama Agencies Co.....	69
Pacific Orient Co.....	58
<b>Lumber</b>	
Pacific Export Lumber Co.....	59
<b>Laundry</b>	
Metropolitan Laundry Co.....	61
<b>Leather</b>	
H. N. Cook Belting Co.....	58
Kullman, Sals & Co.....	58
<b>Musical Instruments</b>	
Byron Maury & Co.....	61
<b>Paints and Painting</b>	
Ah Fong.....	69
<b>Printing</b>	
A. Carline & Co.....	55
<b>Provisions—Ship Supplies</b>	
Bayle, Lacoste & Co.....	58
Ah Chew Bros.....	63
Wm. Clift & Co.....	63
Dodge, Sweeney & Co.....	58
J. Doanman & Co.....	63
Kiry Farm Co., Ltd.....	58
Garcia & Magaldi Co.....	45
Chae, Li, Goring & Co.....	45
Honolulu Dairymen's Association.....	45
O'Brien, Spotozno & Mitchell.....	58
A. Faldini.....	58
Schweitzer & Co., Inc.....	58
West Coast Oyster Co.....	58
<b>Publications</b>	
Circumnavigators' Club.....	67
<b>Railroads</b>	
Imperial Government Railways.....	66
South Manchuria Railway Co.....	63
<b>Restaurants</b>	
Golden Phoenix.....	41
Shinrotei.....	58
<b>Stevardores</b>	
McCabe, Hamilton & Renny Co.....	55
<b>Ship Chandlers</b>	
J. & R. Wilson, Inc.....	58
<b>Steamship Companies</b>	
Cunard Line.....	72
Indo-China Steam Nav. Co.....	90
Nippon Yusen Kaisha.....	54
Pacific Mail S. S. Co., Inside back Cover	
Toyo Kisen Kaisha.....	Back Cover
<b>Steamship Agents</b>	
Toyo Kisen Kaisha.....	67
Thos. Cook & Son.....	48
American Express Co.....	48
<b>Tailors</b>	
Ohlson & Holmes.....	45
<b>Tractors</b>	
Hott Mfg. Co. (Caterpillar).....	62
<b>Tourist Agents</b>	
American Express Co.....	48
Thos. Cook & Son.....	48
<b>Women's Apparel</b>	
I. Magnin & Co.....	38



KISEN KAISHA  
S.S.  
**KOREA MARU**  
TAKING  
**KING COAL**  
FOR BUNKERS  
AT  
SAN FRANCISCO  
*Furnished by*  
**KING COAL CO.**

**KING COAL COMPANY**  
EXCHANGE BLDG. 369 PINE STREET  
SAN FRANCISCO





# Hotel Del Monte California

**A place where it is summer  
all the year—**

not the hot summer of the tropics, nor the high temperature of the Mid-West, nor yet the smothering of the East—but the delightful cool summer of California's Coast.

***There is no Place Like Del Monte***

Del Monte is the ideal place in which to spend a few days before sailing or after returning from abroad. It offers every facility for out door sport.

ONLY 4 HOURS BY TRAIN FROM SAN FRANCISCO. 125 MILES  
OVER FINEST MOTOR ROAD IN THE WORLD

**American Plan Only—Super Excellent Table**

Wire or wireless reservations at our expense

**Carl S. Stanley**  
MANAGER

Below: The Lodge at Pebble Beach facing the Sea





Can you imagine anything more inspiring than to wake up every morning to look out from your window and see this view of the glorious mountain? You do not get it every day, however, for Fuji is capricious and often hides its face for days at a time in a bank of clouds and mist, which makes its coming out of greater impressiveness and beauty. This is the view looking across Hakone Lake that Mr. Clark had from his window at the Hakone Hotel one lovely morning.





## TOURING THE TOKAIDO OF TODAY

An automobile excursion over the historic highway between Kyoto and Tokyo. Following the trail blazed in early days by daimyos who journeyed to the capital to pay homage to their Shogun. Picturesque and fascinating impressions of Japan's rich countryside.

By KENT W. CLARK

[Editor's Note—While there are many thousands of motor cars in Japan, they are seen mostly in the larger cities and towns. Cross-country touring has not as yet become popular, owing to the lack of information concerning the roads, rather than because of their poor condition. One of the oldest and best-made roads of Japan is that known as the "Tokaido," which was built for the use of the feudal lords in making their annual pilgrimages from Kyoto to Tokyo and the intervening country. This was and is a wide, well-graveled road, travelled in the most part and, save for a few abrupt turnings, properly deserving the name of a highway. Of late years the military authorities have widened, straightened and otherwise improved it until it can easily be traversed by practically any car with reasonable precautions.]

The trip between Yokohama and Kobe has been made many times, usually in smaller cars such as the Essex and Hudson, of which there are a great number in Japan. Perhaps the first man to make the through journey in one of the larger cars was Kent W. Clark of Kobe, who drove his heavily loaded twin-size Packard all the way from Kobe and back without a single accident. When we heard that he was planning to make this tour we wrote to him asking him to take some pictures on the way and to write us the details of the journey. His interesting account of it, with the unusual photographs are reproduced in the following:—]

**W**HEN I imported a seven passenger Packard Twin Six, most of my friends in Kobe asked if I was not getting a car that was too big for the country. They were basing their idea on the roads and traffic conditions in the big cities, such as Kobe, Osaka, Yokohama and Tokyo, with which they were most familiar, whereas I had an advantage over them, of having toured a large part of central Japan, away from these commercial centers, and knew that there were hundreds of miles of fine military highways, which would be a delight to motorists in any country, and that the scenery throughout Japan is beautiful everywhere.

It had long been an ambition of mine to drive from Kobe to Yokohama. Several friends using small cars had made the trip before me, and had reported that the roads were good everywhere; that the only difficulty to be en-

countered was two or three bridges over wide rivers, which were narrow and rather weak to carry a heavy motor car. This was a difficulty which was easily overcome, however, through the splendid and economical service one could have from the railways. On inquiry, I ascertained from the railway authorities that by giving twenty-four hours' notice, by letter, or wire, that a flat car would be placed at my disposal on any day I designated, and as there is frequent train service, the delay in loading and starting the car across the river would not be more than an hour or so at each place.

Through the courtesy of Mr. C. Inomata, the efficient Secretary of the Japan Tourist Bureau at Tokyo, I made arrangements at the different places where rivers were to be crossed, by rail, to have transportation awaiting me, and in each place received the utmost attention and quick despatch from the station masters; every facility possible being afforded for this service, at a nominal cost of two yen eighty-five sen.

Our party left Kobe on Saturday afternoon for Kyoto (50 miles away) where we spent the night. Here we expected to have Hamaguchi, the congenial manager of the Miyako Hotel, join the party for the North, and we planned to leave Sunday morning after breakfast. We found that Hamaguchi's assistant was away on a vacation, but was expected back Sunday, so we delayed our departure from there until noon, that he might be able to join us.

There is an excellent motor road that is much in use between Kyoto and Lake Biwa, which lies just beyond on the other side of the high range of hills. This is a favorite drive for the fortunate owners of motor cars in Kyoto, and on Sundays and holidays the highway is filled with pleasure cars, reminding you for all the world of the road leading away from any other large city.

Leaving the city, just below the Miyako Hotel, this



*When we started from Kobe our last impression was of the sun shining on the waters of the harbor and the city with its white walls and black roofs at our feet, as we stopped for a moment at Suwayama Park on the hill. This is one of the popular pleasure places of Kobe.*

*Built by Iyeyasu, the first shogun of the Tokugawa family, to serve as his residence when he visited Kyoto, the Nijo-Rikyu (castle) is one of the sights of Kyoto. It is now maintained as a detached palace of the Imperial house. Part of corner tower and wall shown.*

road passes through a low pass in the hills and winding down the adjoining valley leads to the lake shore at the busy city of Otsu. Lake Biwa is the largest lake in Japan. It owes its name to the peculiar shape, which in days of long ago, caught the fancy of some one in authority, from its quaint likeness to the Japanese musical instrument that corresponds to the foreign guitar. It is some thirty-odd miles long and half as wide at the widest point; it is surrounded by a range of high hills terminating in Mt. Hiei Hiei, with Mt. Hira throwing its protecting bulk into the skyline in the middle distance of the west side.

On a previous expedition, planned by Hamaguchi, we made an exploration of this magnificent body of water in a smart motor boat which he had managed to obtain for our use, and for this reason we spent but little time on its shores on the present trip.

We got away from Kyoto just at noon on Sunday, and started on our four hundred mile trip, leaving Kyoto via the broad highway to Otsu, at the lower end of Lake Biwa. We passed on through that town along the east shore of the lake through Kusatsu to the Yasugawa, over splendid roads. Here we found an old bridge, which was

in a bad state of repair, and on it a notice by the police, that it was not to be used by motor cars. This was an unexpected check; however, we despatched Hamaguchi to interview the officials, with the result that we were given special permission to cross this bridge, provided we took the car over empty, which we did.

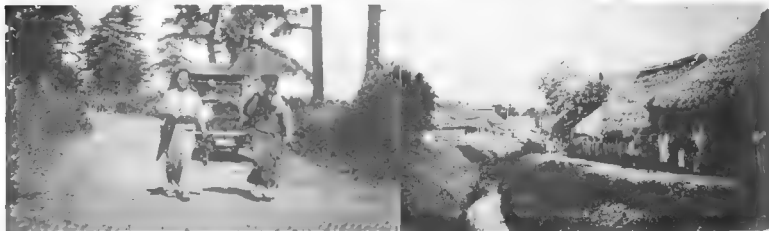
On the return trip, we found this bridge could be avoided, by making a detour to the south about twenty miles, where a good strong bridge was to be found. Another alternative was the railway, which ran alongside the wagon bridge, with a station on each side of the river, by which we could have crossed with very little delay.

After crossing the bridge, we arrived at the village of Musa, where we found the roads continued very good on through Echigawa, Torimoto to Maibara, which is a railway terminal at the foot of a mountain pass. From there on, we left the railway, and crossed over a mountain pass through a beautiful hilly country to Sekigahara, and on through Tarui to Ogaki, and then on through Mieji, Kitagata to Gifu (famous for the cormorant fishing) where we arrived at 7:30 p. m.

We would have liked to have lingered here for a day or two as this is the scene of one of the most fascinating

*Below is a view that is typical of the Tokaido Road. It is from eighteen to twenty-five feet wide and at one time was bordered nearly the whole length with giant pines and cryptomerias. Most of these have now disappeared, but the road, hard and smooth, still remains.*

*Japan is densely populated, and towns and villages are thickly strung along the main highway. Many of these were places of importance in the earlier days, before the steam trains replaced the foot and wagon traffic. They may come back with the motor travel.*







*Otsu, the industrial capital of Lake Biwa region, is a thriving town near its lower end. Automobiles attract little attention here as there is a continuous procession of them, over excellent motor roads that lead through the pass from Kyoto. Above is a view of a street.*



*Lake Biwa, famous as the scene of the "eight views of Biwa" and the largest lake in Japan, has many beauty spots on its shores. A wide and smooth road runs close to the waters' edge around the southern end, connecting Otsu with Ishiyama on the Seta River.*

occupations to be found in Japan. To the spectator it seems more like a sport than a business, but to those so engaged it is a serious affair on which their livelihood depends. This is known as "cormorant fishing," so called because the small fish of the trout species are caught by means of trained cormorants, which dive into the water and bring up quantities of the fish in their pouchy bills. The fishing usually takes place at night when the boats, with flaring torches out over the water to attract the foolish fish, float down the stream, the huge, ungainly birds diving and flopping about in the water with great splashing and much shouting on the part of the boatmen.

The roads all the way were excellent. Only in the vicinity of the very large towns are even horse carts to be found, and between villages and towns nothing bigger than hand-carts are encountered, so we were able to travel along 25 to 30 miles per hour over these roads without any rests.

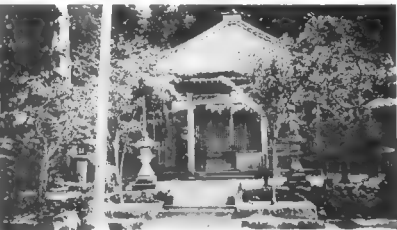
At Gifu we decided to go on to Nagoya (25 miles further on) for dinner, so the very obliging Hamaguchi left a message at the Gifu Post office, to be telephoned through to our friend, Manager Ozone of the Nagoya Hotel, telling

him to be on the look-out for us with a hot dinner about 9:30. It was during these 25 miles, near a town called Ichinomiya, that the only mishap of the trip occurred. Here, in turning out for some heavily laden carts, we slipped into a small ditch at the side of the road, which only a foot deep, was full of mud, and camouflaged by a growth of grass, which completely concealed its presence. We lost an hour jacking up the car, and getting some lumber under the wheels, so we could move on. We arrived at Nagoya Hotel at 10:30 p. m., and found our host waiting for us with a very excellent dinner.

Nagoya, with its population of over a half million, is the fifth among the large cities of Japan and because of its central position, midway between Tokyo and Osaka, is sometimes referred to as the Middle Capital. It is the metropolis of the fertile plains of Mino and Owari and the Bay of Ise forms its western limit. This modern and very progressive city is the center of the export porcelain manufacturing business in Japan and has fine shops, department stores and broad streets. It is also a city of ambitious people, as is shown by the vast work undertaken at heavy cost in its suburb, Atsuta, whereby Nagoya has its own tidewater harbor and thus takes its

*Under the wooden bridge on which the lad with the bicycle is standing, passes a tremendous flow of water that is used to irrigate the rice fields of the neighborhood. The Japanese are past masters in the practical application of irrigation and use every drop of water.*

*Temples and shrines line the way, along the once populous Tokaido. In former days they were rich from the offerings of travelers, but now they have fallen on evil days. You are always sure of finding a refreshing cup of tea at any of these places, even now.*





Left to right, Ler Solomon, Oliver Barrent, John P. Bourn, Ohara, pilot and mechanician, K. Ozone, manager Nagoya Hotel, M. Hamaguchi, Miyako Hotel.

This picture was taken in front of one of Nagoya's big department stores which is operated on progressive American lines, and a credit to any city.

rightful place among the seaports of Japan. Further extensions and improvements are now in progress. Historically it became important when Shogun Ieyasu, in 1610, built the present castle there for his son Yoshinao. This was formerly reputed to be one of the three strongest impregnable strongholds of the Empire, but this claim has never been put to test in battle. The chief distinction of the castle nowadays is found in the great golden dolphins that gleam in the sun on the top of the square tower. These are over eight feet in height and are constructed of small gold pieces of the Keicho era. There are said to be 17,975 of these pieces and it is estimated that the present-day gold value of them is approximately \$150,000. It is maintained and preserved as one of the "detached palaces" for the use of the imperial family.

We had a night's rest here, break-



At some places, particularly far away from the cities, it was necessary for us to investigate before attempting to pass over the bridges. Here repairs were in order.

In sharp contrast with the bridge just passed was the modern steel bridge that leads into the town of Okazaki, which is shown below, known as Hideyoshi's bridge.



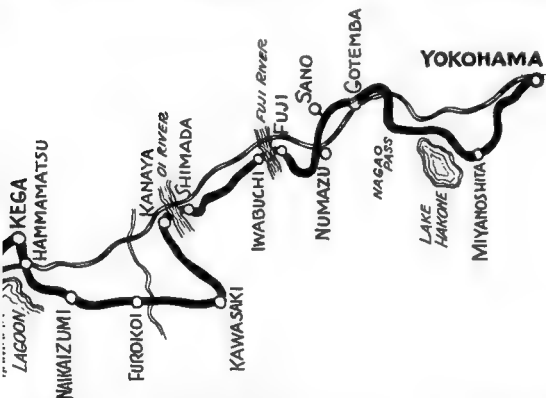




Here is a part of the temple and shrine at Atsuta, a suburb of Nagoya, where we stopped for a few minutes. The modern automobile seems out of place.



Here is another view of the Tokaido, on which we traveled from Nagoya onward. Wide and well gravelled, with rounded surface that drains quickly.



Although we anticipated trouble in getting over the mountain roads with the big car, we were agreeably disappointed. View is from the Motosaka pass.

Dropping down from the mountains by easy grades, we came to the Hamama Lagoon—a long arm of the Inland Sea. Here the road skirted the shore for miles.



fast in the morning, and a lunch packed to be eaten in the mid-day.

We were off again at nine o'clock, bound for our next stop, Shizuoka.

Our first day's trip had been through a countryside devoted almost entirely to the cultivation of rice, but from Nagoya on we gradually passed from rice cultivation into the tea district. All the country is rolling in character—low hills and then wide valleys—everywhere is carpeted with green vegetation of some description, and is always an ever changing and pleasant panorama—the road lined on each side with old pine trees.

So far all of us had been impressed with the character and general excellence of the roadway over which we had passed. Well graded and surfaced with sand and gravel, it averaged



*Ancient pines lined the shore; the water was as blue as a turquoise; the sun shone on the white and brown soils of the fishing fleet—these are the unforgettable impressions of the scenes along the beautiful Hamama Lagoon. The roads were fine here.*



*The hillsides through which we had passed were covered with fields of tea plants. Now we came back again to the rice fields of the lower levels, along the shore of the Hamama Lagoon. Across the water are the islands of the wonderful Inland Sea.*

eighteen feet in width and presented interesting evidences of its age and honored history. The Tokaido, as the highway, the longest continuous road in Japan, is known, is inseparably associated with the early days of the Shogunate. It has been eternally preserved in the color prints of Hiroshige and Hokusai, during whose time it was the main artery of travel between Kyoto and Tokyo, and over which passed continuously the brilliant processions of princes, lords, daimyo, with their retainers, warriors, and entourages, enroute to pay homage to their lord at Tokyo, the capital. At that time the route was lined with great trees, whose branches cast an appreciated shade across the path over which the marchers went. Most of these have been destroyed, cut down long ago, but there are places where scattered groups bespeak the former grandeur of the way. The princely inns, once found in every village, have long since disappeared. Gone are the palanquins and the kagos, their former patrons swallowed up in the road of steel that now practically parallels the ancient way. Gone are the picturesque

crowds, the richly dressed retainers, the magnificent warriors, the horde of camp attendants and followers, the armed forces that accompanied the daimyos on their semi-annual and obligatory journey to prove loyalty and renew allegiance to the ruling Shogun.

Love of excitement, show and glitter, as well as the desire to travel, brought the common people in crowds to this same thoroughfare to see the brilliant spectacle, resulting in a congestion, at that time rarely seen outside the crowded streets of the cities.

Although the former glory of the Tokaido has departed long ago, there still remains many evidences of its splendid construction and natural advantages. Appreciating this fact, it has been made the basis of the good roads movement in Japan and through the efforts of the military authorities has in many places been improved and widened, the grades cut down and the curves lengthened until as we found later on in our trip, it offers as pleasant a place for motoring as can be found anywhere, with the added advantages of carrying the traveler through scenes of so novel and bizarre a nature as to make it the most fascinating.

*Below is the main street of the village of Kanaya, a typical country village, in which we stayed for the night prior to shipping the motor-car across the Ogasawa on a flat car. This was necessary because of the destruction of the bridge by a storm a few days before.*



*The flat car provided for our use on the railroad measured 18 feet inside and the big Packard was just 17 feet without the bumper and one extra tire. A close fit, but the loading was made in thirty minutes from the time we arrived on the platform.*







*At noon we pulled into a side road and stopped to enjoy the lunch that Manager Ozono had put up for us. The hamper was filled with good things, both wet and dry. In the picture, Hamaguchi is wondering whether there is another drink left in that bottle.*



*The Tenryu River is one of the large streams of central Japan. Draining the mountain district of Shinano, Mikawa and Totomi, it reaches the sea to the north of the Hamana Lagoon. It is crossed as shown in the above suspension and pier type of bridge.*

During part of our trip the second day, we had heavy rain showers, but there was little or no standing water, or mud, anywhere along the roads. An hour of sunshine after a rain leaves the road surface firm, hard and dry, and although I carried a complete set of chains, had no occasion to use them anywhere—as a matter of fact, I have never seen chains used anywhere in Japan.

Five miles out of Nagoya—that is, from the Nagoya Hotel, where we stopped for the night—is Atsuta, now a suburb at the south extremity of the city. Formerly this place was a thriving city, in the days when the Tokaido was at the height of its popularity as a great thoroughfare, for here was the ferry across the Kiwana River, and consequently a place of importance. The diversion of this business that came with the building of the railroad, has in a measure been overcome by the building of the Nagoya harbor near this point, so that Atsuta continues now in its commercial importance.

The chief interest at Atsuta, from a historical viewpoint, is the temple—Atsuta Jingu—which is regarded

as the second greatest Shinto shrine in Japan. It was founded in 86 A. D., and the present buildings were erected on the site and pattern of the old in 1893. They are in the pure Shinto style of architecture, set in somber groves of cryptomeria and camphor trees, which impart a solemn aspect to the sacred precincts. Within the shrine reposes the wonderful sword "Kusanagi-no-tsuringi," now one of the Imperial treasures.

Hamaguchi, who is a veritable storehouse of Japanese history and legend, regaled us with these stories as we visited the venerable shrine and fed the turtles in the rock-walled pond of the temple compound. Then we took our places once more in the car and were soon on our way again over the smooth highway.

Then on through Chiryu, Okazaki (a large town), Goyu and Toyohashi to Tomioka. Here we climbed another mountain pass, from the top of which we looked down upon a beautiful valley, and the Great Inland Sea, and the Hamana Lagoon, an arm of the sea, which is completely land-locked and surrounded by mountains. Every turn of the road opened a new vista of mountain,

*Japanese rails are all lower than the platforms and no movement of passengers across them is allowed except by the elevated covered passageways shown in the background. The automobile looked almost as big as the car itself as it started on its way from Kanaya.*



*Shizuoka is the center of the tea growing district of Japan. It is also the chief point of shipment of this product, its port being Shimizu, close by. The tea gardens are quite picturesque, especially during the picking season with the workers in bright colors.*





*This fine long and modern steel bridge carries the railroad over the Fuji River. The vehicle and foot bridge, formerly on the other side of it, was washed away in a storm and now traffic of this kind is cared for by ferry. We shipped auto over on train.*



*"Water was made to work," say the Japanese, and before they send it out on the fields they pass it under these big wheels that turn the mills that grind the rice and grain. Such scenes are common throughout Japan. This one was taken from the country road.*

valley and sea, which was truly splendid. From Tomioka on to Mikkabi (7 miles) the road leads closely along the lagoon, sometimes within a few feet of the water, and affords some wonderful views. From there on to Kega, and thence to Hamamatsu; through Nakaizumi and Fukuroi to Kawasaki, where there is a mile-long bridge, and very narrow, over the Oigawa.

We arrived here about nine o'clock at night, to find that a typhoon, two days before our arrival, had carried out the center span of the wagon bridge across this river. Upon inquiry at the post office, we found there was quite a good narrow road leading over the mountains to the nearest railway station at Kanaya, so we decided to go on that evening to this point, and then take the train from there across the river. Arriving at Kanaya, our first visit was to the station master, to whom we explained our requirements. Forty miles further on at Iwabuchi, a flat car was waiting for us, to take us over the Fujikawa, so we requested him, if possible, to have that car, or another one, brought to Kanaya during the night, so that we might load our machine, and take it over both rivers, instead of

only over the Fujikawa, as we had planned to do at first.

We found that the car would be available for us at six o'clock the next morning, and that the train taking it would leave at eight o'clock, arriving at Fuji on the afternoon of the same day, about two o'clock; also found the party could take a passenger train leaving about half an hour after our arrival, and which would land them in Shizuoka, where there is a foreign hotel, in about an hour's time; so we sent them on to Shizuoka, and Hamaguchi and I stayed over-night at Kanaya, in a Japanese inn, together with Ohara (our mechanic).

Next morning we loaded the machine on the flat car in a half-hour (a very simple and easy operation) and then took a passenger train through to Fuji on the other side of the Fujikawa. At this river, the Fujikawa, there was a wagon bridge three years ago, at which time a big storm swept it away, and traffic is now carried on by small ferries ever since. These, however, are too light for the transportation of motor cars. Our machine arrived at Fuji about three o'clock in the afternoon, and in twenty minutes after the arrival of train, we were on

*Swinging down from Nagao Pass through Miyanoshiba we came to the lovely lakeside at Hakone. The road winding close to the water's edge for a long way, Lake Hakone is one of the beauty spots of Japan. In the village is an unusually good hotel.*







*Japanese engineers favor tunnels and there are plenty of them on both railroad lines and roads. The massive construction, as shown above, is expressive of the desire for permanence as well as a safeguard for cost at the time when most of them were built.*



*The mountain road winds up the canyon side and along the shoulder of the hill and the Packard makes it very easily. From the turns on the grade, vistas of vast extent and indescribable grandeur are opened out before you. The above is on the Nagao Pass road.*

our way along the broad Tokaido towards our destination.

From Fuji on through Numazu (where the Emperor has a detached palace) the road is from 50 to 60 feet wide. We passed on through to Mishima. Here we commenced to climb another mountain pass through Sano to Gotenba, and on up over a fine military highway to Nagao Pass (2850 feet above Numazu). From the top of this pass a wonderful view across the valley to Fuji is to be had. We sat a long time at the tea-house, this glorious evening, looking out across the valley at this entrancing spectacle. Then we passed on through the tunnel at the top where one looks down at Lake Hakone, hundreds of feet below. Then on down the mountain road to Miyazoshita, where we arrived at the Fujiya Hotel, about seven o'clock. Here our party broke up, some returning to Kobe direct, and some on to Yokohama (35 miles beyond), while the writer continued on over the mountains to Hakone, which was his destination, for a two weeks' vacation at the Lake.

The drive from Miyazoshita and Hakone is one of the favorite motor trips out of Yokohama and Tokyo and is well known to visitors. It follows the old Tokaido, which

is well preserved for a great part of the way. A wonderful scenic part of the road is that which winds up the canyon beside the brawling Hase River, by which access is gained to Miyazoshita. This road is kept in fine condition as it is in constant use by the motor stages operated by the Fujiya Hotel, which maintains forty-five seven-passenger Hudsons in this service. During our stay at Hakone we drove in to Yokohama a number of times, making the round trip easily on the same day.

We returned over the same route two weeks later to Kobe. On our homeward trip, we loaded the car at Fuji, and took it off on the other side of the river again at Iwabuchi; then drove to Shimada, where we loaded it to cross the Oigawa to Kanaya.

This entire trip of over a thousand miles was a continuous pleasure, as we did not experience any accident, not even a puncture, save the going in the ditch, which did no damage, and the roads everywhere were excellent, and although narrow at places, there is little business over them, and except in the larger cities and towns, so there is but little inconvenience whatever through heavy traffic.

*It was dark when we arrived at the welcome door of Fujiya Hotel, Miyazoshita, to be warmly greeted by H. Yamaguchi, who is himself an ardent motorist and who was very much interested in our trip. The Fujiya is one of the best and most individual hotels in Japan.*



*Driving down the Bund beside the busy harbor at Yokohama we came to the Grand Hotel and realized that our outing was at an end. We had done over five hundred miles without an unpleasant incident, not even a puncture of a tire—a noteworthy trip.*





# THE JAPANESE LANGUAGE SCHOOLS

By K. K. KAWAKAMI

Author of "Japan in World Politics" and "Japan and World Peace"

**I**T is commonly admitted that the Japanese have an insatiable thirst for education. If one glance over newspapers published in Japan, one cannot fail to observe that the most liberal advertisers are publishers of books and magazines. In every issue of Japanese dailies, the first page is mostly devoted to the advertisements of books and magazines, a practice unknown to the American press.

This desire for knowledge and education the Japanese carry with them wherever they go. In a recent article in the *San Francisco Call*, Inspector Antone Sear of the California Housing and Immigration Commission is credited with this statement:

"They (Japanese farmers) may have many white people with children working for them, but their own children do not work in the fields. They are sent to school religiously, no matter how far away the schools may be, and they generally are given Japanese schooling in addition to that provided by the State."

Mr. Ray Stannard Baker, a noted writer and publicist, discussing the Japanese in Hawaii, makes the same observation. "The Japanese in Hawaii," he says, "have a passion for education and send their young people to school until they are thoroughly prepared," while Portuguese plantation laborers take their children out of the schools early and send them into the fields.

It is mainly due to this passion for education that the Japanese in Hawaii and on the Pacific Coast maintain Japanese schools in which the Japanese language is taught after the regular lessons in the public schools.

The Japanese schools, it must be remembered, are not substitutes for, but supplements to, public schools. The Japanese children go to Japanese schools after their regular hours in the public schools. The session lasts two or three hours and the curriculum consists of calligraphy, reading, and composition in Japanese. To these Japanese history, geography, and ethics are added for older children. In the public schools the Japanese children are taught the doctrine of humanity and freedom embodied in the Declaration of Independence, and in the Japanese schools they are enjoined to respect the spirit of the Japanese people as embodied in the Mikado's Rescript on education. That rescript, issued in October, 1890, runs thus:

"Ye, Our Subjects, be filial to your parents, affectionate to your brothers and sisters; as husbands and wives be harmonious, as friends, true; bear yourselves in modesty and moderation; extend your benevolence to all; pursue learning and cultivate arts, and thereby develop intellectual faculties and perfect moral powers; furthermore, advance public good and promote common interests; always respect the constitution and observe the laws; should emergency arise, offer yourselves courageously to the State; and thus guard and maintain the prosperity of Our Imperial Throne coeval with heaven and earth."

With the substitution of "citizens" and "Republic" for "Our Subjects" and "Our Imperial Throne," respectively, the rescript might well be read in our own public schools in America. In reading the rescript in the classroom, teachers in the Japanese schools in this country usually interpret its meaning so as to suit the

circumstances under which their pupils are placed. Living in America, they explain, the children must "guard and maintain the prosperity" of the Republic. As for the rest of the rescript, every word contained therein rings with eternal truth, which knows neither East nor West, race nor nationality. The American children, reared in the atmosphere of independence and freedom, are sometimes inclined to forget to "honor thy father and thy mother." On the other hand, the Japanese are taught to sacrifice everything upon the altar of filial piety and of the State. The East developed ultra-communalism, the West ultra-individualism. Perhaps, by modifying the ideas of each with those of the other, both the East and the West may find the golden mean.

In rare instances Japanese teachers are inclined to inspire in the hearts of their youthful pupils such sentiments and creeds as would hinder their assimilation with American ideas and traditions. No word can be too strong in condemning such perverted methods. Yet in the overwhelming majority of cases I find the teachers judiciously liberal, and I have no reason to believe that the good example set by the majority will not soon be followed by their few conservative colleagues.

There is another strong reason for justifying the Japanese schools. The American textbooks are too sparing in dealing with the history and geography of the Orient. Worse still, they often do Oriental nations gross injustice by disseminating mistaken ideas. What one learns in his childhood in the nursery, in the kindergarten, and in the primary school, influences and fashions his thought throughout his life. Most Americans judge and estimate Japan from what their "schoolma'ams" told them twenty or thirty years ago. American writers of textbooks are not entirely free from the notion that the whole Orient is peopled by inferior or backward races. To add to the prejudice thus created, American missionaries and mission boards often present to the public misleading pictures of Japan, especially for the purpose of raising funds for mission work. Such pictures of ignorance and depravity as are depicted of Japan by them are no more representative of that country than the picture of "boot-legging," of street walking, of vice resorts, of municipal corruption, is typical of America.

To offset such unfortunate influence, it is necessary that the Japanese children should be given correct knowledge of Japan and the Japanese. They must know that Japan has had an intensely cultivated civilization of her own, that her people are possessed of moral fibre as strong as that of any other people, that her history is replete with stories of noble deeds and achievements. Such knowledge makes them confident of the potentialities of their race, and teaches them to respect not only themselves, but their parents and all men of their kin. What is equally important, it affords them a broader view of the world and divests them of narrow prejudice. No man is worth while who does not respect himself and the race of which he is a member. Neither is he a desirable member of the democracy who cherishes prejudice against other races. To prevent the injection of such undesirable elements into the American population is the chief mission of the Japanese schools in America.



Mr. G. P. Stafford, superintendent of schools of the City of Fresno, gives the right estimate of the Japanese language schools when he says:

"While I do not know what they teach in their own language, I have every reason to believe that the two schools operated by the Japanese in Fresno are valuable aids to the public schools, and that hand in hand with the religious and language subjects taught, Americanism and Americanization are emphasized in those schools.

"I cannot speak too highly of the Japanese Congregational school where much good work is being done both among children and adults. I am certain that these schools are not teaching ideals and ideas dangerous to America and our customs.

"The Japanese are a people who are eager for all the knowledge and education they can get, and my office has never had any trouble in getting them into or keeping them in school."

In the past year or so, Hawaii has had animated discussion on the question of Japanese language schools. Many recognized the necessity of maintaining such schools with some modification, but not a few urged their abolition. What Hawaii has done in the matter should be carefully studied, because the same question promises to attract greater attention here on the coast.

In Hawaii the Japanese residents took the initiative in the reformation of Japanese language schools. Some two years ago they compiled new textbooks in Japanese especially adapted to conditions in Hawaii. Their object in that undertaking was to eliminate from the textbooks used in the Japanese language schools all material incompatible with the ideals and traditions of the American nation. More recently, when the Japanese school question became more widely discussed, the Japanese residents in Hawaii formulated a definite plan as to how the Japanese schools should be reformed. The essential features of that proposition are as follows:

1. No person shall conduct a foreign language school in the Territory of Hawaii unless and until he shall have first applied to and obtained a permit so to do from the department of public instruction of the Territory.

2. No person shall teach in a foreign language school unless and until he shall first have applied to and obtained a permit so to do from the department.

3. No permit to teach in a foreign language school shall be granted unless and until the department is satisfied that the applicant for the same is possessed of a reasonable knowledge of the ideals of democracy, knowledge of American history and institutions, and knows how to read, write and speak the English language. Provided, however, that the provisions concerning knowledge of the English language shall be liberally construed during the two years after this act goes into effect; it being understood that it would be difficult within that time to secure teachers fully qualified under this section and at the same time qualified to teach a foreign language.

4. Before issuing a permit to conduct a foreign language school or to teach a school the department shall require the applicant for such permit to sign a pledge that the applicant will, if granted a permit to conduct or teach in such a school, abide by and observe the regulations and orders of the department and will, to the best of his ability, so direct the minds and studies of pupils in said school as will tend to make them good and loyal American citizens, and will not instruct or permit said pupils to receive instruction in said school in any way inconsistent therewith.

5. The department shall have full power from time to time to prescribe the course or courses of study and the text books to be used in any foreign language school, and no other course of instruction or text books shall be used in such schools, except the ones prescribed by the said department.

These proposals were immediately indorsed by the Honolulu Chamber of Commerce, a very powerful organization in Hawaii, and have recently been accepted by the territorial legislature. These proposals blaze the path which should be followed by the Japanese on the Pacific Coast as well as by the educational authorities in California and Washington.

Mr. Lorrin A. Thurston, publisher of the Honolulu Advertiser, the most influential newspaper in Hawaii, in a recent address before the Honolulu Social Science Association, presents a very catholic view of the Japanese language school. "Am I in favor of language schools?" he asks himself, and goes on to answer:

"Yes, to the extent that it would be an unjust and arbitrary exercise of brute force if they are abolished by law!

"Yes, to the extent that no one—much more no American citizen in the land of his birth—should be denied the right to acquire, any branch of useful knowledge which he wishes to acquire, especially knowledge which constitutes the sole medium of communication with his own parents, subject only to such regulations and restrictions as are necessary for the public welfare.

"Yes, to the extent that the advantage of such knowledge should not be denied to any one who wishes to acquire it, provided it can be acquired without injury to the public interest.

"Yes, to the extent that it is manifest that the coming years will be ones of tension and adjustment of interests between the two countries, and it will be of the utmost value to peace and mutual understanding that there be a large number of persons educated and able to think and speak in both languages."

In the judgment of this influential publicist, the Japanese language schools are bound to lose their importance as the younger generation of the Japanese in Hawaii takes the place of the older folk who came from Japan. They will even die a natural death if no misguided educational authorities adopt repressive measures which will have the effect of nurturing love and even fervor for the language which such measures aim to suppress. Says Mr. Thurston:—

"History is replete with illustrations of the fact that attempts to crush a language by prohibition and force are failures. I submit that the underlying reason for this is the same as for the equally demonstrated fact that a persecuted religion thrives. Both attacks are upon a sentiment—a filament of a man's soul!

"You can confiscate a man's property and he can acquire more. You can imprison him and the memory of the indignity will fade in the joy of liberty after he is released. But an attack upon a sentiment is a continuing offense, rankling in the mind of the man with the rising and the setting of every sun, festering in his soul as he lies awake at night and aggravating him whenever he thinks of it by day—and thought is continuous.

"I cannot conceive of any measure which appears to me to be more un-American; more devoid of the spirit of Freedom, of fair-play, of live and let live; more inexcusably tyrannical than to make it a penal offense for a man to teach his own child his own language, without a knowledge of which the child cannot communicate with its own father and mother."

(Continued on page 41)





## In the Open Country

COMPELLING but not overwhelming, alluring but never forbidding,  
Appealing with soft strength of beauty instead of the rough touch of greatness,  
Japan's landscape lure is most subtle.

Placidly flow her cool rivers, purling and gurgling o'er shallows,  
Tumbling in bouyant abandon down moss-covered cliffs in deep forests,  
The senses are thrilled with their beauty.

Languid her seas and inviting, caressing like fond mothers' touches;  
Gleaming sands that encircle the shoreline, from which, thrusting up to the blue vault  
Of skies that en rival the turquoise; dark slopes covered over with verdure,  
Now somber, now flashing in sunshine.

Lovely these views in the dawning, or rainswept, with leaden skies weeping,  
Or windbeat, when out from the ocean, the air god's trumpets are calling;  
Crashing the seas on the gold sands, sonorously booming and sounding,  
Wind and waves screaming aloud, like souls of the wretched in torment.

Peaceful her scenes in the sunlight or shimm'ring ghostlike in moon-glow,  
Containing in each repetition three lovely details demanded  
To complete such sweet composition.

Sometimes those who visit Nippon, unresponsive as yet to its beauty,  
Compare with the Alps and the Rockies, and giant Himal'yas uplifting,  
Snow capped to the blue vault of heaven; Unmoved by these intimate mountains,  
These gemlike valleys and rivers.

Such thoughts may at first be sincere, yet slow and insidious stealing  
O'er the mind's unconscious groping, come first pulsing feelings of beauty—  
Impelling—subduing—enthraling—in Nature's so glorious commingling:  
Obeisance at last is compelled, the spell of this land is acknowledged.

JAMES KING STEELE





*Beloved of every visitor to Yokohama, is the teahouse nestled against the rugged bluff at Hamoku, over the hilltop from the city. Here, looking out over the sparkling waters of Mississippi Bay, dotted with the white sails of the fishing fleet and reflecting back the turquoise of the sky, a wonderful feeling of peace and detachment from the world of affairs is felt, that is quite out of harmony with the gay bathing beach not far off.*



*Wind-worn and scaler-worn—carved and scarred by centuries of struggle with the elements, the islands in the Bay of Matsushima are the despair of artists. Here the three elements demanded by traditions of Japanese art for a perfect natural composition are found to a superlative degree. Shining sands, sparkling sea and pine-clad hillslopes, are seen in a bewildering variety. The engraving shows one of the arches cut in the cliff.*





*With a mighty roar and a cloud of rainbow spray the Kegon Fall hurls its snowy column in a single fall down the three hundred and thirty foot cliff, in the forest of Chuzenji's mountain side. From the point of vantage reached by a carefully constructed path, the filmy drapery of the smaller falls that emerge from the rocks halfway down are seen to best advantage. This is the highest and loveliest waterfall in Japan.*



*Compared with the wild and tumultuous beauty of Kegon's cataract, the peace of this garden is oppressive. Here the placid lake, the dainty houses on its shore, the gray rocks, surrounding beds of brilliant iris and the little maids secure in their seclusion, appeal with the message of calm. There are many such garden gems in Japan and once the spell of their loveliness is laid on one, it is hard to resist.*



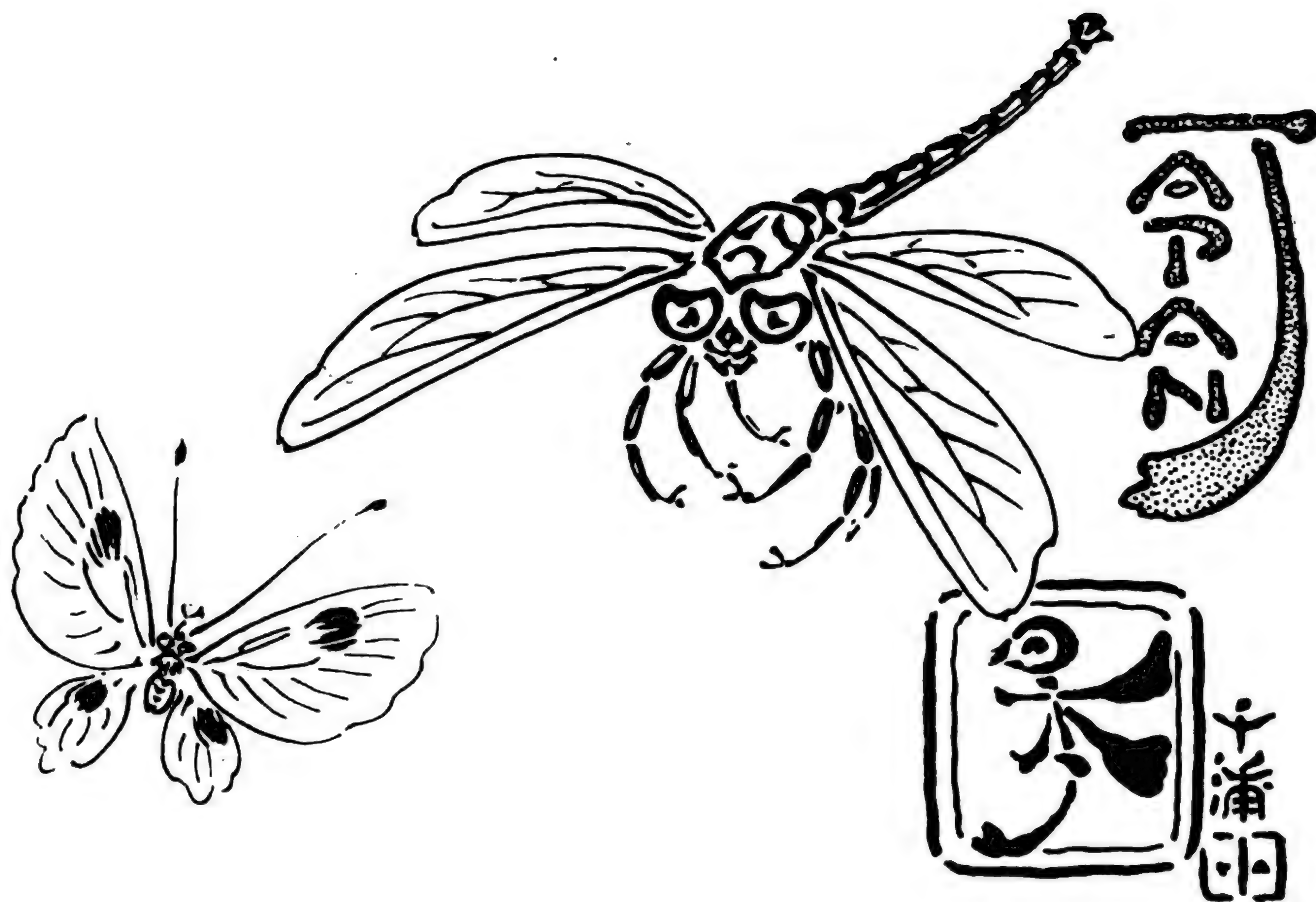


*Second only to Kegon in popular estimation and held even above it in the opinion of Kobe people, is the Nunobiki Fall. This is part of a park of the same name in the city and is a favorite objective for walks and picnics. There are twin falls dashing over the cliff, the upper being eighty-two feet in height and the lower forty-three feet, known in the popular fancy as the "male" and "female" falls, respectively.*



*At Arashigama, near Kyoto, where the waters of Hotsu River spread themselves out and rest quietly after the strenuous battle down the rapids, the mountain sides glow with the pink of cherry blossoms in the spring and flame with the brilliance of maples in the autumn. Here is a favorite pleasure place for all Japanese, who come by hundreds to enjoy the sweet beauty of the stream and its lovely surroundings.*





# HIROSHIGE

## Poet-Musician of the Brush and Block

By YONE NOGUCHI

**I**F TEN guided by my personal taste, naive, impulsive, capricious, sometimes irresponsible (though I know there is nothing more dangerous than a criticism centered in that personal taste), I open Hiroshige's landscapes, which I love particularly, and, straining my imagination, hear their lyrical music. Now let me spread out Kisoji no Yamakawa or "Kiso Mountains and Rivers in Snow," which is said to be a masterpiece of his last years, with the other tryptyches in Awa no Naruto and Buyo Kanazawa Hatsho Yakei. I would suggest to you that, as in the case when you see Whistler's landscape, you have to step back some ten steps, and slowly raise your face, and then listen to the music in which the white in the mountains and the blue in the valley waters sing in chorus. I should like to know where, indeed, there is such clear silver-like poetical music as that which we hear in the arrangement in white and blue that Hiroshige's simple technique, awkward and coarse, in the most cases, creates accidentally. Like the pictures to which Whistler gave such a superficial name as "Arrangement in White and Black," or "Harmony in Grey and Green," Hiroshige's numerous landscapes are merely arrangements of a limited number of colours, but their real value is understood for the first time by the owner of the ears which can hear their inner music; when I see his work which invites my artistic mood, my imagination opens at once to his lyrical voice that will never die. I, myself, am one who would never hesitate to admire this "Kiso Mountains and Rivers in Snow." But wait a minute! If this piece had such an artistic significance as that expressed in his works of the early Tempo (1830-1843) like "Kambara" or "Nishima" or "Shono" in "Fifty-three Stations on the Tokaido," in which the artist paid painful attention to his handling of black, vermilion, purple, blue and particularly in indigo which almost looked like ultramarine, it will increase its value ten times over.

There is no artist like Hiroshige, not only in Japan but in the whole world, who sings the various moods of rain by his different subjects. Let us see Koizumi-no-Yan or "Evening Rain at Koizumi" among "Eight Views of

Kanazawa." While the rain falling obliquely from right to left and the farm-houses and farmers painted in red ochre and yellow complete the unity of colors, the picture gives us at the same time a strangely light feeling of evening; the black trees, here high and there low, make such a delightful contrast to the grey hills in the background. Oh, what a tranquil mood in the picture, and what a tranquil evening rain! Now turn your eye to the picture in "Famous Views of Yedo" (published by Kikakudo), called Nihonbashi no Haku-u or "White Rain at Nihonbashi," in which the white rain—in fact, such a rain often falls—intermixing right and left, becomes almost invisible before it reaches the ground. In the foreground there is the large Nihonbashi bridge where six persons with paper umbrellas open or half-shut are seen hurrying on; in the background we have the white walls of five or six warehouses, and farther off, Fuji Mountain floating out as if in a dream. As some Japanese critic says, this piece has no strong savour of the so-called Floating-picture style (Ukiye) like "Nihonbashi" drawn by Hokusai or Hokuju; from the relative harmony of pale black and indigo the city of Yedo is wrapped up in a certain warm atmosphere. And again look at Karasaki-no-Yan or "Evening Rain at Karasaki" among "Eight Views of Omi," created from his best art of maturity on composition and coloring. What a splendor in the music sung by the straight heavy downpour that is expressed by the mica spread on the light Indian ink! Look at the gigantic pine-tree squatting in it! And again look at the lake water in darkest indigo blue underneath the tree. Certainly one will seldom see such wonderful beauty of decoration in any art in the world.

But when the music stops suddenly in Hiroshige's pictures, you would see another strange surprise in them; this surprise which gives us neither voice nor sound, is strong enough to make us suffocate, and as if caught by grief and resentment, we are only too glad to swoon. Here is a picture, also one of "Eight Views of Omi," called Hira no Bosetsu or "Evening Snow at Mount Hira." Where is a man who is not surprised at such an audacious drawing like this in which only the two colors of black





There is music in the winds that shower the cherry blossoms and in the waves that beat so gently on the shore in this view of "Spring Scene in the Woods of Sui Shin," on the banks of the Sumidagawa, taken from the *Meisho Yedo Hyakkei* (*Hundred Views of Yedo*) by Hiroshige. It is one of the most beautiful prints of the series; with a depth of color and atmosphere that overwhelms with the feeling and music of the springtime.



and grey work magic or mystery. Or see "Kameyama" in the famous Tokaido series, or "Kambara" in the same series. Whenever I see them, I feel like the figure in the picture, almost buried under the heavy snow. Really Hiroshige is an artist of snow as well as rain.

And now let us hear the chorus sung by Hiroshige's landscapes. Shall we open first the piece called "Miya-no-Koshi" from the Kisokaido series? What a chorus two or three trees in the foreground, painted faintly in green, and the grey trees and moon in the background, are singing! Although some critic might speak about the incomplete arrangement in colors and the discord in drawing of this "Miya-no-Koshi," we, at least I myself, cannot help recognizing Hiroshige's artistic spirit here, whose audacity rushed toward a new attempt; and I think that the partial flaws in it would never spoil the genial mood permeating through the canvas. And then let us hear the chorus that is sung by some twenty cryptomerias standing parallel on the winding yellow hill in the piece named "Ashida," also in the Kisokaido series. Hiroshige's mystery lies, I always think, in his wonderful management of the most complete, beautifully contrasted balance in pigments as well as composition; shortly, Hiroshige's beauty is in his arrangement. Here is Ryogoku-no-Yoizuki or "Twilight Moon at Ryogoku," issued by Kawaguchi; I am always delighted with it, because I feel as if hearing how gradually the chorus falls into silence. Hiroshige's method of composition here, in which a part of the bridge is hugely drawn in the foreground, making a strange contrast to the distant view that is particularly small, might suggest the vigorous audacity of Hokusai or Yeisen; but the general tone of color and composition is a thing seldom created from the most patient gazing on nature. This piece belongs to the artist's earliest day. I should like to know, however, how often through his whole life he succeeded in creating such an artistic effect. Among the works belonging to



*Listen to the lover's lute in the moonlight. In the above engraving is produced one of Hiroshige's loveliest conceptions. "Clouded moon at Tsukada-jima" near Yedo. The coloring, shading from deepest blue of the water to pale shades in the sky, is wonderful.*

the same period there is also the piece called Shibaura Shiohigari-no-Zu ("Shell Gathering at Shibaura").

Even admitting that the unscrupulous spirit of his own time sometimes forced him to produce careless work, I cannot help wondering with what a fresh, vigorous spirit that might be compared with a gushing spring, he always worked. Oh, what an artistic energy in Hiroshige! (There is reason perhaps to believe that if his force might have been used proportionately, he would have become an artist still more remarkable.) Oh, where is an artist like Hiroshige, who thinks little of the waste of art? Again there is no artist like Hiroshige, who treated the same subjects repeatedly and produced a new strange effect on each occasion; certainly Hiroshige's greatness lies in it. I can well imagine that to put out his lyrical enthusiasm, when it rose up in his mind, was for him a prior question, and thought about the subject-matters only secondarily; or another way of saying, when he was moved by a mood, even the same scenery appealed to him differently according to its situation. It was not that he drew his pictures at random on the same subject with a different attitude; but he only used the same subject to diffuse his different lyrical moods or emotions. So there are in his pictures such various differences, and such poetical atmosphere that is beyond explanation; what we see in them is his artistic personality, but not a scenic photograph.

Besides, since they are the color-prints made by hands, you cannot expect them, even when they are on the same subject, to be uniform; it is sometimes the press-man's choice to use a pigment light or heavy, and the pictorial effect depends more or less on chance. I see, for instance, two or three varieties in "Miya-no-Koshi" of the Kisokaido series, the trees in the foreground of the same picture painted sometimes in pale black and sometimes in green. And I have seen almost five different colorings for the piece called Ryogoku-no-Hanabi or "Fire-works at Ryo-

goku" (published by Sen Ichi). Like any other artist of this Ukiyoye school, Hiroshige too, has his excellent works among the productions of his early age; and there is no comparison, as far as the printing is concerned, between the pieces he produced in the early Tempo and those belonging to the Koka period and afterwards. The Hiroshige of the Koka period became irresponsible and even slovenly, and did not superintend minutely his carvers and press-men who were apt to grow careless and inartistic.

People agree in saying that "Eight Views of Omi" (published by Hoeido and Eisendo) and "Eight Views of Kanazawa" (published by Koshiei) and also "Eight Views of Environs of Yedo" (published by Kikakudo) are the three best series of Hiroshige's. Among the last series, Tamagawa Shugetsu or "Autumn Moon at Tamagawa," where a tenderly swinging willow tree sings a soft melody with the calmest river, and Azuma-no-Mori Yau or "Evening Rain at Azuma-no-Mori," where the soft slanting rain falls on a sad grey scenery, are far superior artistically to the others. Although the famous Tokaido series published by Hoeido is perhaps his highest watermark, it is foolish to think that all the pieces in it keep the artistic merit as we find in "Shono" or "Kameyama" or "Kambara" or "Mishima." It may not be too severe to say that the others, except some seven or eight pieces, are not up to his mark in Rokuju Yoshu Meisho Zuise or "Views of Over Sixty Provinces." The majority of Meisho Yedo Hyakukei ("Famous Hundred Views of Yedo") do not call out a critical admiration; the piece called "Evening Shower at Ohashi," however, can be quite well compared, in the point of bold composition and delicate coloring, with the other masterpieces on which we are happy to pour our admiration.

He left us many beautiful pictures of flowers and birds. Although his women are not



Slow music this. "Oh, fairy river Sumida, winter falls upon thee now and snow adorns thy banks," wrote Hiroshige on this beautiful panel "Winter Scene on the Sumida." It is one of his most charming compositions.

highly prized in general, I see often the pictures whose excellence would not make Utamaro or Yeizan feel ashamed to own them. My conjecture may not be wrong, I think, that if his landscapes did not give him a name and popularity, he did not strike out in a new way in the Japanese pictorial world as an artist of women.

Some years ago at the Toga-kuji Temple in Asakusa, where a special exhibition of Hiroshige's works was held, I saw a picture scroll, "Procession of the Loochoo Islanders," which was drawn in November of the third of Bunkwa (1806), when Hiroshige was only eleven years old; it was a remarkable piece that explained amply the fire of artistic temperament already burning in his youngest days. Also I saw his random sketches of the faces of his friends (including his master, Toyohiro), where his efforts for breaking a romantic tradition of art is also seen in figure drawing. It is already known that his famous Tokaido series was based on the sketches which he drew when he journeyed along the Tokaido highway as a member of the suite in the presentation of a horse to the Imperial House from the Shogun. His other famous pieces belonging to his Tempo period were also the result of his actual observation. His illustrated traveling books dated April, the twelfth of Tempo (1841) and the fifteenth of Tempo (1844), that are treasured today by Mr. Kobayashi of Tokyo, where they are properly translated, will be valuable material for the students of Hiroshige in the West.

The hyper-aesthetic Utamaro, as Von Seidlitz writes somewhere, with his insistence on exaggeration, even impossibility, in the plant, almost supernatural figures, might be called the beginning of the decadence of Ukiyoye art; but Sharaku, a colossal and tragic genius of graphic characterization and devastating contempt, or even Toyokuni, of course the First Toyokuni in a splendid triptych, "The Journey of Narihira," or "The Ladies and Cherry Blossoms in the Wind," will often make the severe critic sit up, who inclines to think





The Kisokaido was the oldest national highway in Japan, antedating the Tokaido. Except for what Hiroshige preserved in his series of this thoroughfare, but little is left at this time. In this print, he has introduced the rosy haze of sunset in a few broad strokes, accentuated by the sharp penciling in the trees and fields.

that with Kiyonaga of beautiful technique (which comes, as somebody remarked, nearer to the Greek sentiment toward the nude than any other artist except Toyonobu) this Ukiyoe art had already reached the zenith of its development. If Hokusai, marvelous, encyclopedic Japanese mind of art had never made his appearance upon the horizon, how much should we have lost! It was this Hokusai, "the old man mad about drawing," who as a chief propagandist created the most permeating atmosphere of the landscape prints period, into whose enchantment many Ukiyoe artists of his age were called in spite of themselves. It is nothing surprising to find them in one way or another indebted to his free enthusiastic art; and one who was once influenced by him, as in the case of Yeisen, burdened, to use Pater's words on Balzac, with

"an excess of curiosity—curiosity not duly tempered with the desire of beauty," and often obliged to stay as his slave. But it was that greatness of Hiroshige that, although he was doubtless charmed by this wonderful debaucher of art, as proof may be seen in some pieces of "Tokaido Gojusan Tsugi" as others, his distinguished art more allied, as I said before, to a musical harmony born out of a temperament or inner vision, soon came to develop independently. I agree with Mr. Usui Kojima, author of "Hiroshige and the Landscape Art," who said in his article, "Kisokaido Rokujuku Tsugi," or The Sixty-nine Stations of the Kisokaido in Mita Bungaku, that this series of sixty-nine Kisokaido pictures might be called a challenge or flag of revolt against Hokusai. It is said that Hiroshige, when he was asked to criticize somebody else's

Contrasting with the action of the rain scenes, is the peacefulness and subdued harmony of this "Autumn Moon on the Tamagawa," one of the eight views in the environs of Yedo in which Hiroshige immortalized these beauty spots of the old city. Blue, green, black and brown are harmoniously blended.





*In this one of the "Fifty-three Stations on the Tokaido," Hiroshige had depicted a sudden rain-storm in his characteristic way. There is music in the swishing downpour of the rain and in the shadowing beckonings of the trees you can hear the diapason of the wind.*

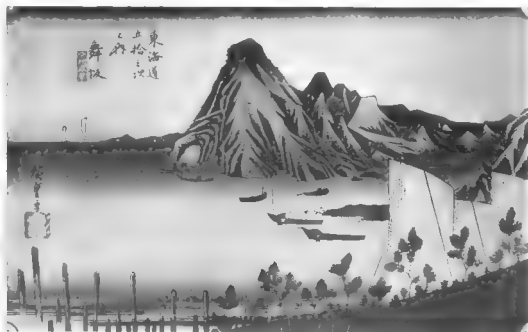
pictures, used to make his standard of appraisal out of the point whether they were influenced by Hokusai or not; that shows what a high, awe-inspiring pedestal this creator of "The Thirty-six Views of Fuji," "The Bridges," "The Waterfalls," and other landscape pictures occupied in his contemporary's estimate.

A. Davison Ficke writes on the Hokusai Mangwa, a fifteen-volume series of miscellaneous drawings: "All existence thrilled him as it did Walt Whitman; and each object on which he turned his eyes stirred him with the desire to record it in his pages. Though we grant our admiration to the enthusiasm, sharp vision, and clever draughtsmanship of these sheets, we may still find in this indiscriminating passion a quality incompatible with the highest reaches of artistic greatness. It is a vast and dull enthusiasm; a celebration of the victory of the will to live over the will to perfect; a triumph of meaningless

sensation over the just judgments of the discriminating mind." And Mr. Ficke then hails Hokusai as a great master in the landscape prints above mentioned, because, he says, being then no longer the dupe of realism, he brings us his dreams. The whole series of the "Thirty-six Views of Fuji" and the "Bridges" having been published, Hokusai was temporarily resting from his productive greed, and, accepting Mr. Kojima's reasonable supposition, was perhaps hiding himself at Yokosuka, from his ill-principled, licentious grandson, when Hiroshige with Yeisen as a collaborator, brought out the "Kisokaido Rokujuku Tsugi," and attempted to emphasize the success he had already earned from his Tokaido series. It seems that he was making much out of the occasion when Hokusai was silent.

This Kisokaido, although not blessed by the flowery  
(Continued on page 44)

*Matsuki Imaki Shin Kai.*  
When Hiroshige attempted to reproduce the beauty he found at this place—Imaki Point on the Tokaido—he was filled with despair and named the station "The brush throwing away place." Despite this he succeeded in preserving, for all time, the beauty of Fuji's snow-capped cone against the dark blue of the distant hills and the lighter blue of the sky, in his usual masterful style.







# EDITORIAL

FEBRUARY, 1921—ISSUED JANUARY 1st  
 "Japan"—An Illustrated Magazine of Oriental Travel and Trade Development  
 Published on the first of each month by  
 TOYO KISEN KAISHA  
 Business and Editorial Office: Suite 308, 625 Market Street, San Francisco.  
 JAMES KING STEELE, Editor.

ONE of the best friends that this magazine has—a Japanese gentleman of culture and broad vision—came to us the other day with this rather surprising question. "I understand," said he, "that JAPAN is published for the purpose of arousing interest in the Orient and of stimulating a desire to visit those countries. At the same time, I know from my own personal experience, that it is widely circulated and very highly regarded by all travelers and travel interests, in the Far East from Japan to India and Java. Indeed, I have seen copies of it as far away as the hotels of Egypt. Under these circumstances, it occurs to me that it would be doing these travelers from the Far East a good turn if you would publish something about the United States and what is to be seen and done here, and about the rail facilities and routes, instead of confining yourselves to the eastern land."

The criticism is an honest and constructive one, commanding attention and demanding consideration.

Since its inception some ten years ago this magazine has always had but one purpose—the arousing of interest in and a desire to go to the Orient. To this end, its pages have been lavishly filled with the best engravings, and as interesting text subjects of timely interest as could be obtained. Every issue has been subjected to the acid test: Will this edition serve to arouse a desire to visit Japan and the Far East? Is that which is contained in its pictures and words of such a character that the reader will be impressed with a wish to visit the Orient, either for pleasure or to investigate for himself those business conditions in which he is interested?

If the issue comes up to this standard, then it is passed and sent on its way to thousands of readers.

With this single purpose and object for its existence, the subject matter in JAPAN's pages has naturally been confined to the Far East. Were we to attempt to enter the vast field offered by the attractions of America we would find ourselves losing our individuality as the only publication of its kind in the world, dealing exclusively with the travel topics of Japan and the Orient.

This does not mean, however, that the passenger from the Orient, reading the pages of JAPAN in the quiet of his cabin or the sheltered nooks of the wide decks, does not find anything of interest to him on his trip across the American continent. On the contrary, by opening our columns to the announcements of certain representa-

tive concerns whom we can ourselves fully recommend, our readers are enabled to make their plans as to hotels, railroads and other matters to the best advantage.

Despite the fact that the columns of JAPAN are devoted to things that lie across the Pacific, it is a matter of pride with the publishers that, in its own way, this magazine is a power for educating Americans to see America. Every person in whom we kindle the desire to visit the Orient—everyone who so decides or is influenced, be it ever so little, to make the journey to the lands beyond, must, unless he live in one of the port cities of the Pacific Coast, travel across his own land; and in the doing cannot fail to gain new and better ideas of the vast resources and impressive grandeur of his own country.

This is as it should be, for the more one knows of travel conditions, both at home and abroad, the more he will appreciate the wonders, the comforts, the delights and fascinations of this, the world's wonder tour, over the serene and sunlit seas, along the pathway of the sun.

## Vital Statistics about Japanese Population

In the discussion of the so-called "Japanese question," in the press throughout America, much of the material for which is copied from the biased press of California, or received from the even more violent anti-Japanese organizations, all sorts of figures are produced in support of that cause. The vital statistics of any nation of a foreign language are usually more or less difficult to obtain, and many of the estimates used by the proponents of anti-Japanese measures are far from accurate. The following statement on births and deaths, sex distribution, marriage and divorce, compiled from authentic Japanese sources by the "*East and West News*," will be found illuminating, not only because the figures tell the tale of human life and death in Japan, but also because they are compared with the same conditions prevailing in other lands.

**Births and Deaths**—There were born in Japan proper an average of 1,750,000 souls annually during the past decade, which means 33.0 for every 1,000 population. The rate is much lower among Western nations—for instance, in Germany it was 29.5; in France, 19.5; in England 24.9, and in America 21.0, during five pre-war years. The death rate is also higher in Japan than most of the Occidental countries. During a similar period the average number of annual deaths in Japan reached a

(Continued on page 38)





## Where They Tell the Time of the Year By the Beautiful Clock of the Flowers

How Hawaii's perpetual summer is saved from monotony by the continual changing procession of floral beauty, the land of lovely blossoms.

**"F**LOWERS," boomed the deep voice of Chester Doyle from the semi-darkness of the flower embowered lanai, "flowers are the most fragrant memories of any land. That can be taken both literally and figuratively, for inseparably associated with the name of nearly every country there is some flower or blossom, some tree or shrub, that has, through custom and usage, become synonymous with it. When you speak of Scotland you instinctively think of the heather; of Holland, the tulips; of France, the lilies (though that is historical rather than a floral connection); and even Ireland has the shamrock. In Japan, where the love of flowers has for ages been inculcated in the minds of the children, and where as in no other country the matter of flower arrangement has been developed into a science, every month except those of the actual winter has its especial flower, which is to be seen in vast variety over the countryside and on display in the cities. In the Philippines, Indo-China, Burmah, India, Ceylon, Java, Sumatra, every locality has its individual flower which has a

greater influence on the people of that land than most of us give credit or belief to.

"Take here in our own beautiful Hawaii," he continued, warming up to his subject. "If I were, by some miraculous manner, transported from the depths of a Labrador winter, and deposited blindfolded anywhere on our islands, I could tell from the fragrance of the flowers just what was the season of the year."

Doyle had returned, six months ago, from a sixty-thousand mile tour of the lands bordering the Pacific, and as a resident of Hawaii for more than a quarter of a century was well qualified to speak out of the fullness of his experiences. So we prodded him on to tell us more of the "clock calendar" of the flowers as they are found in Hawaii.

"Because we say it is 'perpetual summer,'" said Doyle, "you might think there is no such thing as 'Springtime' in Hawaii. Spring does come, indeed, and it is noticeable for only one reason. There are no disagreeable 'thawing spells,' with winter's snows reluctantly giving way to April showers as elsewhere. And when,

in this same land of 'elsewhere,' there is still a cold chill in the air, and trees are bare, in Hawaii the flowering trees burst forth in their full glory of flowers, both dainty and gay, and the streets and yards are a riot of color. Even though there is so much verdure all through the winter months, with trees all green and hedges and flowers in perpetual bloom, Nature in these early months seems to outdo herself in radiant garb.

"First comes the Jacaranda, which flowers before the appearance of the new leaves, and after the old ones have fallen. It is conspicuously handsome with its mass of bluish-purple bell-shaped flowers, and there are many fine specimens of this tree in and about Honolulu.

"Next appear the deep-rose blossoms of the Pink Shower, or Cassia Grandia, to give its correct name. These flowers grow very close to the main branches, as there are no small twigs; so that they look like long drooping fairy-wands, extending in all directions from the tree itself.

"Then the Pink and White Shower (Cassia Nodosa) in delicate shell-pink flowers, follows its more vivid cousin,



and, where whole avenues have been planted with rows of these trees, presents the most beautiful sight. These blossoms have a faint rose-like scent, and the lover of Nature will rejoice indeed in the blossoming of this particular tree.

"Before these flowers are gone, the Golden Shower—sometimes called the Indian Laburnum—flings forth its flowery sunshine, and the streets on which these flowers are planted look bright, even on a dull rainy day.

"The most beautiful of all, and certainly the most gorgeous, is the 'Flame-tree,' by its proper name the *Delonix Regia*, but better known as *Poinciana Regia*. This tree, when in full bloom, resembles a huge scarlet umbrella, for the conformation of the tree is rounded at the top, with wide-spreading branches, and quite symmetrical. There are some streets in Honolulu planted with this tree, which will certainly present a brilliant spectacle, as these trees flame forth in the years after they have attained their maturity.

"This system of planting whole avenues with one variety of flowering tree was introduced in Honolulu by the 'Outdoor Circle,' an organization of women who banded together to make Honolulu a veritable 'City Beautiful.' That they have made a good beginning is shown by the streets which blossom forth as the trees begin to flower, and by the universal interest that is shown in making each home, no matter whether large or small, a bower of flowers, ferns, shrubs and trees.

"In the greenhouses of the United States mainland there is

often exhibited a 'rara avis'; the blossom of the Night-blooming *Cereus*. But in Honolulu, any time from June to September, there are thousands of these blossoms to be seen in a single night, when the hedge surrounding Oahu College sends forth its myriad blooms. This hedge is over a half-mile long, and when seen in its full radiant glory, on a moonlight night, when the fragrance of the flowers seems to blend with the moonbeams, the memory is one that will linger long. Each individual flower is from eight to twelve inches in length, with waxy white petals, and a deep yellow heart. It is truly a 'thing of beauty,' and a joy, but not forever, as its beauty is fleeting.

"It is largely due to the efforts of the 'Outdoor Circle,' too, that Honolulu has so many varieties of the flower which is making it famous—the hibiscus. It would never do to omit this, even though we speak mainly of the trees that flower in Hawaii's 'Springtime.' The hibiscus is Honolulu's ever-present and ever-blooming flower, with two thousand varieties of blossoms, every color of the rainbow. Beginning as a common hedge-shrub, with single bright scarlet blossoms, it has been developed to its present variety and estate of beauty by the women of the 'Outdoor Circle' and a few men who are Nature-lovers. At a recent flower-show, held in Honolulu, the display of hibiscus was really wonderful. The every-day flower-show of hibiscus, in its native element, is a joy not only to the lover of Nature, but also to

'the common or garden variety' of people. These flowers alone would make Honolulu a 'City Beautiful,' but when both the hibiscus (by day) and Night-blooming *Cereus* (after dark), and all the other trees, are in full flower, then indeed is Honolulu worthy of the title, the 'Garden Paradise.'"

Flowers and fruits, water and air, all are here in Honolulu at their very best, making it more nearly the "perfect place to live."



*Beneath the soft southern moon, the majestic palms wave their tall fronds gently to and fro in the warm breeze, while all about the gorgeous blossoms of plant and shrub shed their delicate perfume on the air—one of the impressions of Honolulu that is ineffable.*





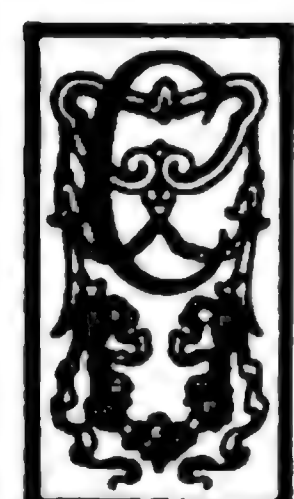
# CONTEMPORARY NEWS AND COMMENT

Gleanings from Publications Here,  
There and Everywhere

By the "SCISSORS" EDITOR



## ARE THE JAPANESE UNASSIMILABLE?



CONTENDING that the problem of assimilability is one, not a question of nature or race but of environment and education, the *East and West News* devotes considerable space to the discussion. The article is interesting and is deserving of consideration. It is reproduced in full as follows:

The idea that Japanese are unassimilable comes chiefly from the observation of the striking difference in race, language and culture of the Japanese from the American. The difference is so obvious to the American eye that the conclusion is taken as axiomatic. The idea seems to receive its reinforcements by the conditions prevailing among the Japanese in California, who, after contact of a decade or so with the Californians, still retain their native customs, traditions and language. Open and fair-minded people should, however, at least reserve to themselves the benefit of the doubt whether there are not extenuating circumstances that go to explain the California situation, and whether the dogmatic assertion of the Japanese unassimilability is sustained by history and warranted by Japanese psychology.

Many able writers, notably Dr. Sidney L. Gulick, author of "Evolution of the Japanese People," have discussed the subject from various angles. The point seen in the light of history and the Japanese temperament will be herein presented.

### What Japan's History Shows

One fact which stands out in bold letters on the pages of Japan's history is her susceptibility to foreign ways and thoughts. Her people were always ready to accept and adopt everything good that an alien country had to offer. Centuries ago they assimilated the Chinese civilization and adopted the Hindu religion and philosophy. In fact, the history of the Japanese people is one long story of assimilation and adaptation of foreign ways to the native genius. This process has

been carried to such an extent that the Japanese people have often been accused of exercising too large a measure of the imitative faculty at the expense of the inventive. When in the middle of the nineteenth century, Japan discovered that the Occident was incomparably a greater teacher than her Oriental neighbors, she hastened, in obedience to her inborn instinct, to learn everything that America, England, France, Germany or any other country of Europe had to teach. How successful has been her studentship! How complete the transformation! What Occidental ideas and thoughts that are worthy of consideration, what objects and appliances that are conducive to human and social welfare, do we find neglected or left untransplanted in Japan?

Within two generations we saw a despotic monarchy replaced by a constitutional régime, the people not only admitted to a share in the government under representative institutions, but now profoundly stirred by the spirit of democracy; an extensive and liberal system of education inaugurated, with public schools open for every child, and universities turning out students capable of original research in the sciences and philosophies of the West; laws recast on the most advanced principles of modern jurisprudence and embodied in exhaustive codes; justice administered impartially by an educated and independent judiciary; the country intersected by a network of telegraph wires and railways, and its remotest regions brought within the circuit of an excellent postal system; the nation equipped with an army and navy to uphold its honor, dignity and rights, and represented by a corps of trained diplomats at foreign courts and capitals: the people provided with an ample supply of newspapers, periodicals and books, with a large mercantile marine to carry on oversea trade, with numerous banks and other organs for business transaction, with mills and factories dotting the land, with modern plays, movies and other social entertainments, with their homes, their

health and mode of living immeasurably bettered.

That Japan has undergone this wonderful metamorphosis within half a century is the most convincing argument for the assimilability of her people to American ways. True, there is today a marked tendency in Japan to deprecate things Western and to assert their native characteristics; but this is a natural reaction against the overcraze for everything Occidental during the past two decades. This conservatism is perfectly reasonable, for no nation can afford to lose its individuality. But such an attitude of mind becomes utterly inexcusable when it is maintained by those who are domiciled in this country and want to stay. It would be difficult, however, to find many Japanese who are so hopelessly obstinate and bigoted.

### American and Japanese Temperament

Nor is the Japanese temperament wholly out of point with the American temperament. There are more points of resemblance between the two temperaments than those of difference. Both are immensely practical people, but at the same time easily moved by the prompting of idealistic sentiment. Both are aggressively progressive and are ready victims of fads and shifting notions, but they are at bottom conservative and plentifully endowed with sound common sense. True, there are certain traits in the Japanese that do not harmonize with the American temperament. For instance, the too abundant smile of the Islander, his studied self-restraint, his inscrutable reticence, often prove tantalizing to the frank, brutally outspoken American. These characteristics are the result of the long isolation of the Islanders and of the oppressive discipline they underwent under the feudal régime. But to learn the American trait is a far easier job for Japanese than to adhere to their own convention. The younger generation of Japanese are approaching the American type so fast as to cause dismay



among their old-fashioned elders. To the Japanese who have passed training in the elements of Christian civilization, the impossibility of their assimilation to American ways is too ridiculous to contemplate.

### Japanese Situation in California

"What about the Japanese in California?" queries our critic. To argue the point by taking as an object lesson the existing status of the Japanese in California is to ignore the mighty influence of environment in the process of assimilation. In the first place, it must be frankly admitted that most of the Japanese in California, coming as they did from the laboring class, have not attained a high cultural standard, although in this respect they are not a whit inferior to European immigrants, and, consequently, they do not form fit materials for speedy assimilation with an alien civilization. What chance, it may well be asked, have they had to demonstrate their innate qualities of assimilability? Instead of being provided with favorable opportunities, every conceivable obstacle has been placed to obstruct the process of assimilation. They have never been taken as a part of the American community. They have been looked upon as laborers, and laborers only. They must dig, draw water, hew wood, at the bidding of their masters, and all is well. No sooner do they attain a more respectable position than California agitators move heaven and earth to pull them down. They are reviled, ostracized. With no power of suffrage, they are made the football of politicians. With the measure of repression and discrimination enacted once every five or six years, how can one expect them to build permanent homes and attempt to make American ways their ways? Under the circumstances, the thorough assimilation of a large part of the present generation of Japanese settlers in California might well be questioned.

It would be unfair, unjust, to place all the blame on one side. The Japanese in California have to share a good measure of the blame by unwise over-concentration within certain districts of the State; by retention in a degree of their native customs and traditions; by committing many blunders, as, for instance, building in their midst Shinto shrines and Buddhist temples, and establishing separate schools for their children to teach the Japanese language and history, all of which provide plausible ground for California's agitation.

Whatever may be the case with the present generation of Japanese in California, totally different will be the coming generation, who are Ameri-

can citizens by virtue of birth. They are strangers to Japanese history, tradition, even language. They are brought up in and endeared to American institutions. They are good Americans to the core. This process is bound to become more pronounced with succeeding generations. To doubt their assimilability to American ways is, therefore, to shut one's eyes to the hard, proven or demonstrable facts.

*The problem of whether Japanese are assimilable or not is, therefore, not the question of their nature but that of environment and education.—East and West News.*

### Slump in Wages

An investigation made recently by the Kobe Chamber of Commerce revealed the fact that wages in Kobe have fallen recently on an average of 15 per cent. This may be taken as a fair estimate of the country over. The table below gives the present average wage and the maximum and minimum that have been reached in the past:

	Average Wage Yen	Maxi- mum Yen	Mini- mum Yen
Cotton spinning oper- ative .....	1.59	1.78	1.27
Mill workmen .....	2.45	3.70	1.10
Blacksmiths .....	2.34	3.50	2.20
Carpenters .....	3.00	3.30	2.80
Painters .....	3.50	4.00	3.00
Shoe makers .....	3.30	3.80	2.80
Tailors .....	2.30	2.50	2.00
Servants, per month..	13.00	20.00	10.00

### DIVERSIFIED ORIENTAL CARGO ON SHINYO MARU

#### Silk, Eggs, Gunny Sacks, Rice, Tin and Porcelain in Shipment

Carrying 230 cabin, 55 second and 264 steerage passengers and with 2276 tons of general cargo, the Toyo Kisen Kaisha liner Shinyo Maru, Captain G. Kametaka, arrived in port just before Christmas and docked at her pier shortly after nine o'clock.

Comprising the Oriental products in the vessel's cargo, which were picked up at Hongkong and Japan, were 800 bundles of gunnies; 300 cases of Chinese eggs; 1697 packages of merchandise; 19 pieces of porcelain; 175 bolts of raw silk; 7583 sacks of rice; 22 cases of silk goods; 747 sacks of tapioca; 85 chests of tea and 758 pieces of tin.

From Japan ports she carried 4052 packages of merchandise; 461 bundles of matting; 56 pieces of porcelain; 738 bolts of raw silk; 600 sacks of rice; 75 cases of silk goods, and 192 chests of tea. In addition to the above shipments, the Shinyo brought in 1501 sacks of United States mail, which were shifted to the post office shortly after the vessel's arrival.—*Journal*.

### DEATH TAKES HENRY P. BOWIE

Henry P. Bowie, retired lawyer and wealthy property owner of San Francisco and Hillsborough, died just before Christmas in the Red Cross Hospital in San Mateo, following a short illness.

Bowie, who was the son of the late Dr. Augustus J. Bowie, prominent physician of San Francisco's early days, was a member of an old Maryland family, his parents coming from Maryland to San Francisco in 1855, when he was a lad of 7. He studied law with Hall McAllister and was associated in practice with General W. H. L. Barnes.

### Retired From Practice

In the early nineties Bowie retired from the practice of law and devoted his time to travel and study. He was a patron of music and wrote several books on art and travel. Bowie's knowledge of the Japanese and Chinese languages made him especially valuable to the Government in translating and preparing State documents to and from those nations. The Government appointed him special emissary to Japan in 1918 on Department of State business and he was decorated by the Mikado with the Order of the Rising Sun.

Bowie had resided in San Mateo County since 1880, and was the first Recorder of Hillsborough, which position he held until his trip to Japan. He returned to the United States from Japan five weeks ago on the Siberia Maru after an absence of nearly a year, which he spent in research work on Japanese art.

He was recognized as an authority on this subject and his collection of Japanese prints is rated among the best.

Bowie was a member of the University Club of San Francisco, the Burlingame Country Club and the San Mateo Polo Club, and a leading figure in the Japan Society.—*S. F. Chronicle*.

Mr. John Becker, well-known tea buyer of San Francisco, completed his forty-second round trip across the Pacific with the return of the Shinyo Maru to San Francisco. Becker has been one of the most constant travelers on Toyo Kisen Kaisha ships and is known to practically every steward, purser and even cabin and waiter boys on the line.

M. Yasumoto, prominently identified with the American Trading Company of New York and Japan, returned home on a business trip on the Tenyo Maru. He was accompanied by Mrs. Yasumoto.



# WHO'S WHO ON THE

## PERSONAL NOTES ABOUT PROMINENT PEOPLE



*In the picture to the left are the smiling faces of Mr. and Mrs. J. H. McCarthy, "newly-weds," en-route to their home in Yokohama.*

*In the oval on the left is Mrs. E. C. Bolee, from Vancouver, who is making a pleasure tour of the Orient. This is the second time she has been over.*

*In the panel below is K. M. Yamaguchi, assistant manager of the Fujiya Hotel at Miyazoshita, Japan, who has been touring this country studying hotel conditions.*



**MR. W. R. DEVINS**, wife of the manager of Brunner, Mond & Company, one of the large firms of Yokohama, sailed for her home on the Tenyo Maru. She brought

over her three boys, Ray, Moore, and Philip, whom she placed in school in this country. These three lads have had an interesting travel experience, having accompanied their mother back and forward across the Pacific a half a dozen times. They will spend the coming year with their grandmother in Berkeley.

*Mr. and Mrs. F. Schellum of Shanghai, who have been spending a six months' holiday in California, are shown below, while at the bottom of the page, Mrs. W. R. Devins of Yokohama appears with her smiling family.*





## PASSENGER LISTS

TRAVELING "ALONG THE PATHWAY OF THE SUN"

The last sailing of the Tenyo Maru was even livelier than usual. Ordinarily a sailing day is a time of great excitement and interest, with hundreds of friends on the dock to see the passengers off and streamers of serpentine floating down from the ship's rail to the dock as the ship pulled out, making a very pretty spectacle. The JAPAN staff cameraman, who was on the job at the Tenyo's departure, managed to photograph a group of

(Continued on page 37)

Below are the Countess Rothermere (right) and Miss Dorothy Ireland (left) who sailed on the Tenyo Maru for a vacation in Honolulu.

In the long panel at the bottom of the page are a group of charming Japanese ladies seen at the sailing of the Tenyo. From left to right they are: Mrs. M. Yasumoto, Mrs. H. Mitsuui, Mrs. T. Teshima, and Mrs. M. Nakahara.

Miss Velda Packard and her sister Miss Marie Packard, who appear on the right, sailed for Hongkong, where they are under contract to teach American dance steps. In the oval below is Miss Marjorie Knott, whose father is manager of the Shanghai office of a big importing firm.

Mrs. Kent W. Clark, who is shown in the panel below, is the wife of the popular manager of the Oriental Hotel at Kobe. With her small son she has returned to America for the holidays.



# Modes of the Moment

Newest Designs in Coats and Capes



*Of cashmertyne is this exquisite wrap, lavishly embellished with Scotch mole.*



*Scotch mole collars and borders — an unusual coat wrap.*

*A cashmere duvetyn cape effectively boasts Siberian squirrel as its only adornment.*



*A cape of Discerette; panel corded, pointed outline, the "fence" collar of beaver.*

*The vest front in one-piece effect is the striking note in a cashmere duvetyn cape with blue Australian opossum collar.*

*Embroidery adorns this cashmere duvetyn cape and fringed straps add further charm.*



*Fashions by Courtesy of I. MAGNIN & CO., San Francisco*



## WHO'S WHO

(Continued from page 35)

Japanese ladies just before sailing whistle blew. All of them are highly connected in Japan and their husbands occupy positions of trust in business circles in America. Among them were Mrs. Y. Yasumoto, whose husband is an official of the New York office of the American Trading Company; Mrs. B. Mitsui, wife of Benzo Mitsui, younger son of the distinguished Mitsui family, one of the most prominent in all Japan; Mrs. P. Teshima, wife of the manager of Mitsui & Company's San Francisco office, and Mrs. B. Nakahara, whose husband is prominent in financial circles.

When Mr. E. Schellim, well known financier and business man of Shanghai came to America on a six months' vacation, his intention was to make an extended tour of the United States. Instead of this he was so pleased with California and the opportunities for out of door life that, with his family, he spent the entire six months here and departed on the Tenyo Maru well pleased with his outing. During his stay in the States Mr. Schellim devoted much of his time to golf and horseback riding, as well as driving hundreds of miles over the wonderful, beautiful California highways.

Enroute to Hongkong where they will fill a series of engagements in teaching American dance steps, the Misses Packard sailed on the Tenyo Maru. These attractive girls have made a considerable reputation for themselves on the vaudeville stage and in addition to teaching new steps to the residents of the Far East, are hoping to acquire some new features for their acts which they will present to American audiences on their return.

Sailing on the Tenyo Maru, on a honeymoon tour, were J. A. McCarthy and wife, of Yokohama, where McCarthy is well known as a consulting engineer. Mrs. McCarthy is an Ohio girl, of one of the well known families of that State.

Other well known society people of Yokohama who returned home on the Tenyo Maru were Mrs. H. Devens and Mrs. K. F. Coe, whose husbands are prominently identified with the big business interests of Japan.

Among the well known business men returning to Japan on the Tenyo Maru were D. F. Morrison, one of the owners of Arthur & Bond, and Andrew L. Thompson, well known

special representative of a syndicate of American stores.

Miss Marie Packard and Miss Valda Packard, well known dancers on the American vaudeville stage, sailed for Hongkong on the Tenyo Maru, where they are said to have made some flattering engagements.

Mrs. Kent Clark, wife of the manager of the Oriental Hotel at Kobe, accompanied by her small son, was a passenger on the Tenyo Maru, arriving in San Francisco. Mrs. Clark remained in San Francisco for a few days and then proceeded to Westfield, Mass., to spend the holidays with her mother.

Y. Ishikawa, chief editor of the *Choho*, one of the leading dailies of Tokyo, who has been spending the past three months in America, returned to Japan on the Tenyo Maru.

Arriving on the Tenyo Maru was E. Adriaensen, for the past six years Belgian Consul in Canton, China. Another member of the consular service, also arriving on the same ship, was L. E. Bergholz, who is the representative of the United States Government at Canton.

J. H. Van Rees, who is prominent in banking circles in Hongkong, arrived on the Tenyo Maru, enroute to London, where he will assume a new post.

Among the prominent passengers arriving on the Tenyo Maru were A. Berwin, well-known merchant of Manila; W. F. Berger, mining engineer, returning from exploration work in Japan; H. T. Clark, moving picture magnate; D. A. Dias and family, who is connected with the cable company and stationed at Guam; E. S. Pfilder, one of the large lumber dealers of the Philippine Islands.

Among the well-known people sailing for the Orient on the Tenyo Maru were Mr. and Mrs. B. W. Wilson, enroute to Manila. Wilson was formerly vice-president of the Anglo London Paris National Bank and went to Manila to become general manager of the bank in the Philippines. Wilson has been connected with the banking business here for fifteen years, during six and a half years of which period he was manager of the International Banking Corporation, having joined the Anglo London Paris organization at the time of its acquisition of the International's local branch.

He became well known throughout the Pacific Coast and Slope for his energetic volunteer service during the war as director of sales for Treasury certificates in the Twelfth Federal Reserve District.

The Philippine National Bank is by far the most important in the Islands, being the bank of issue, and having assets of \$118,000,000. The bank, control of which is owned by the Philippine Government, has twelve branches and fifty-three agencies in the Islands, in addition to a branch in Shanghai and one in New York.

Wilson is a great believer in education, and that branch of the Philippine Government is likely to get all the support and encouragement in banking quarters henceforth that it could have any reason to expect.

William Cameron, chemical engineer, with the Shell Oil Company, sailed on the Tenyo Maru for Java.

Charles Russell, head of the well-known shipping and exporting firm of Dent & Russell, of Portland, Ore., was a passenger enroute to Shanghai, where his firm has extensive offices. He was accompanied by his wife and son.

Benzo Mitsui, son of Baron Mitsui, who has been learning the business in the New York offices of the great Mitsui firm, returned home with his wife and children.

"Eighty-five members of the recent Convention of the World's Sunday School Association, at Tokyo, were passengers on the Tenyo Maru, arriving from Yokohama after an enjoyable trip, under weather conditions that were ideal," said George W. Penniman, one of the party.

Dr. Joseph Clark, of Albany, N. Y., State Superintendent of the New York Sunday School Association, was the leader of the party, with Mr. Penniman of Pittsburg, Pa., assistant. Among the party representing twenty States and several provinces in Canada, were Marion Lawrance, Chicago, Ill., Grand Secretary of the Association for twenty-one years, probably the best known man in the Sunday School world today; Dr. Samuel D. Price of Montclair, N. J., assistant to Dr. Frank Brown, General Secretary of the World's Association; Rev. John T. Faris, editor of the Sunday School publication of the Presbyterian Church; W. B. Anderson, Portsmouth, O.; John S. Craig, Pittsburg, Pa., and John D. Haskell,

(Continued on page 39)



# RIGHT IN Your HOTEL

Correct modes  
extensive variety, expert  
alteration service; in

*I. Magnin & Co.  
Exclusive  
Apparel Shops  
for Women*

IN SAN FRANCISCO  
AND IN CALIFORNIA'S  
LEADING HOTELS.

PASADENA  
*Hotel Maryland*

LOS ANGELES  
*The Ambassador*

CORONADO  
*Hotel del Coronado*

SANTA BARBARA  
*The Ambassador*

DEL MONTE  
*Hotel del Monte*

I. Magnin & Co. Service Bureau  
GRANT AVE. AT GEARY, SAN FRANCISCO,  
will give personal assistance in shopping to visitors in San Fran-  
cisco, or send merchandise upon approval when desired. Address  
all inquiries directly to the Service Bureau



## EDITORIAL

(Continued from page 29)

million, which is 20.6 per 1,000 population. The rate was 16.5 for Germany; 18.6 for France; 14.9 for England, and 14.1 for America during the years 1910-1915. The Japanese census authorities computed that in Japan three souls are born and two die every second. How do they die? In Japan 10 per cent of the total deaths is due to tuberculosis; 11 per cent to diarrhea and other intestinal diseases; 8.5 per cent to pneumonia. In America 10.3 per cent of the total deaths occur from tuberculosis; 10.5 per cent from pneumonia, and 10.8 per cent from heart disease. Japan is a great country for suicide, and 12,000 or 1.2 per cent of the total deaths, are due to this cause. In America suicide occurs at the rate of 0.9 per cent of the total deaths.

*Distribution of the Sexes*—Japan is one of the few countries in which the number of females falls short of that of males. Dearth of the male is certainly a serious problem in Europe, for even prior to the war England had 1,200,000 more women than men, and Germany had 1,000,000 extra women. It is estimated that America has a few million more women than men. The ratio of females for every 100 males is (1911) in England 106; in France 104; in Germany 103. In Japan it is 97.8. This does not mean that more females are born in Western countries and less in Nippon. In fact, the birth rate of females compared with that of males is higher in Nippon than in other countries referred to. While in Europe an average of 105 boys are born for every 100 girls, in Japan only 104 boys are born for every 100 girls. Thus, in Europe a less number of females are born, and yet the female population outnumbers the male population. In Japan more females are born, and yet the male population outnumbers them by nearly a million. The cause for the dearth of women in Japan is the high death rate. Out of one million annual deaths 550,000 are women. Experts attribute the high death rate of Japanese women to poor nutrition, lack of exercise and bearing too many children.

*Marriages and Divorces*—The marriage rate per 10,000 population in Japan was 81.4 in 1916. In America it was 105. The rate was 76 for England, 78 for Germany and 77 for France. Apparently Americans have a greater love of marriage. But how about divorce? During the transitional period between 1880 and 1900 there was an appalling high number of divorces in Japan. During this period there was one divorce for every three marriages. A turning period set in in 1900, when Japanese society recovered from the shifting period of the Restoration era and the civil law was greatly revised, rendering the regulations of marriage and divorce more stringent. During the past decade the average divorce diminished to 135.0 per 1,000 marriages. This, however, is still a lamentably high rate when compared with that of other nations. It was thus 1.2 in France; 0.1 in England; 1.3 in Germany. Only the United States somewhat approaches Japan with 107 divorces per 1,000 marriages. Roughly, therefore, there is one divorce for every seven marriages in Japan, one for every ten in the United States, and one for every 10,000 in England. The divorces granted to husbands was eight times as large as those granted to wives in Japan, but in America the divorces granted to wives were double those granted to husbands. In America the greatest number of divorces take place after the couples have lived together two years; in Japan only one year. Desertion, cruelty and unfaithfulness are the greatest causes of divorce in America. In Japan they are domestic complications, lack of harmony in interests, and cruelty.

(Continued on page 48)



## WHO'S WHO

(Continued from page 37)

Wakefield, Maine, members of the World's Committee, and many others prominent in the Sunday School councils of the world. Twenty of the party represented Canada.

The delegates reported an epoch-making convention in Tokyo, with one thousand registered delegates from thirty countries, and ten days of intensive program, of religious education, which will have a marked influence on the thought and activities of the Orient.

"One of the results of the convention," continued Mr. Penniman, "is found in the personal expression of the Empress of Japan and of the Emperor, who sent a message to the convention, commending its work and expressing the wish for the continued success of the organization."

Sailing from San Francisco over a year ago to benefit her health, for which her doctors had recommended a sea trip, Mrs. E. Higgins, well-known society woman of New York, went through a number of exciting adventures in North China. She returned on the Shinyo Maru and the story of her experiences is most fascinating. When she arrived in Shanghai after the delightful sea trip "Along the Pathway of the Sun," she found her health so greatly improved that she decided to remain in the gay city of Northern China. After a few months there she went to Peking, from which city she made numerous excursions to the neighboring places of interest. One of these expeditions took her by train, motor and camel-back across a portion of the Gobi Desert to Urga, formerly an outpost on the Mongolian frontier. On her return from Urga, she accompanied the caravan which brought a rich present of sacred camels, ponies, carpets and furs from the living Buddha, as the religious leader of the North is called, to the President of the Chinese Republic in Peking.

On this trip Mrs. Higgins secured many unique and original photographs, which she intends to use in certain articles on this little known country, which she is preparing for publication.

Commander K. Sakaya and Lieut.-Commander J. Miyake of the Imperial Japanese Navy returned home on the Tenyo Maru after a tour of inspection and study in Europe.

Mrs. L. Marsh, widow of the late Frank Marsh, for many years man-

ager of the Imperial Hotel at Tientsin, China, arrived on the Shinyo Maru enroute to New York, where she will make her home. Her little daughter, Miss Marie Marsh, accompanied her and will be put in school in the East.

(Continued on page 41.)

### JAMPER, INDIA

#### KAISER V. HIND FAMILY HOTEL

Under the gracious patronage of H. H. the Maharajah. A palatial residence of the first rank. Recommended by continental visitors. Unrivalled for comfort and excellent cuisine. 35 rooms with bath. Near post office and railway station. Locality quiet and healthy, free from dust, with large compound in front, and beautiful garden.

## HOTEL STEWART

On Geary Street, Just Off Union Square

### San Francisco

#### Moderate Rates

Breakfast 50c, 60c, 75c Lunch 75c  
Dinner \$1.25 (Sundays \$1.50).

New steel, concrete and brick structure. 400 Rooms, 300 Connecting Bath Rooms. A high class hotel at very moderate rates. Homelike comfort rather than unnecessarily expensive luxury. The Stewart is known favorably in the Orient, the Antipodes, the Hawaiian Islands and to the Tourist. In the center of the theatre and retail district. On car lines transferring to all parts of the city. Motor bus meets all trains and steamers.



CHARLES A. and MARGARET STEWART, Proprietors



**WHEN visiting Los Angeles you will find it to advantage to sojourn at Hotel Clark. Every desired luxury,**

**refinement and convenience.** Situated in the heart of the city. Easily accessible to theatres, stores and public buildings. Car lines to beaches, mountains, missions, just a few steps away. Write for illustrated folder.

**FREE AUTO BUS MEETS ALL TRAINS**



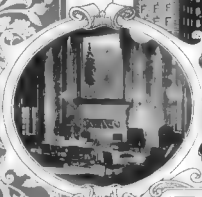
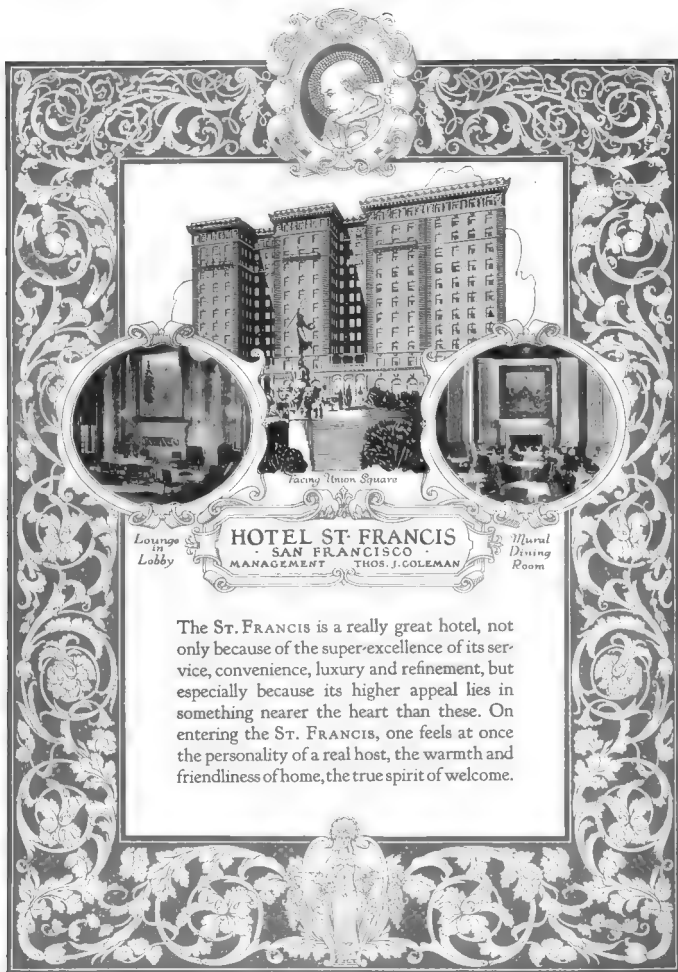
**FIVE HUNDRED AND FIFTY-FIVE ROOMS with private bath**



**F. M. DIMMICK**  
Lessee and  
Manager

**Both European and  
American Plans**





*Facing Union Square*

*Lounges  
in  
Lobby*

**HOTEL ST. FRANCIS**  
SAN FRANCISCO  
MANAGEMENT THOS. J. COLEMAN

*Mural  
Dining  
Room*

The ST. FRANCIS is a really great hotel, not only because of the super-excellence of its service, convenience, luxury and refinement, but especially because its higher appeal lies in something nearer the heart than these. On entering the ST. FRANCIS, one feels at once the personality of a real host, the warmth and friendliness of home, the true spirit of welcome.



## THE JAPANESE LANGUAGE SCHOOLS

(Continued from page 18)

To any thinking mind, it must be obvious that it is much safer, wiser and less costly to allow the Japanese schools to die a natural death, as did German and French language schools which once flourished in various parts in this country. Even in Hawaii, where Japanese constitute a large portion of the population, Mr. Thurston is confident that in no distant future the Japanese language schools, or most of them, will lose their reason for existence. "The present generation of children," he says, "do not attend the Japanese school because they want to. They have no patriotic fervor urging them thereto—and will have none, unless we furnish the animus by forbidding it, thereby making the study of Japanese a fetish which every child will hug to its bosom and cultivate as a matter of sentiment and sacred duty, to vindicate its right to freedom.

"Japanese children are now attending language schools because their parents insist upon it. The reason for this insistence is partly sentimental and partly because they can communicate with their children through no other medium (or more readily through that of Japanese). When the present generation of Japanese children take the stage and become the parents of the next generation of scholars (and this process has already begun), there will be no such reasons as now exist, why the parents will want their children to attend a language school. These parents will all have attended the English public school and have enough knowledge of English, and so that there will be no necessity for resorting to Japanese as a medium of communication with their children! Un-

der these circumstances, in the great majority of instances, by common consent of both parents and children, the strenuous language school course will be dropped. There will remain as exceptions a few who study it for sentimental reasons; for the commercial benefits which a knowledge of the two languages will confer, and a few from a desire for broader scholarship—even as a vanishing minority of Americans study Greek, Hebrew and Sanscrit."

## WHO'S WHO

(Continued from page 29)

T. Daniel Frawley, one of the well-known theatrical producers in the Far East, returned on the Shinyo Maru after an extended season that carried him and his company of artists as far south and east as Bombay. Mr. Frawley has been taking these companies to the Orient for many years and is highly regarded by the theatre-goers of both Japan, China and the Philippines.

Colonel Franklin d'Olier, ex-Commander of the American Legion, who has been making an extended tour of Japan and China, returned home on the Shinyo Maru. He was accompanied by Mrs. d'Olier, who served with distinction in France, was the first Commander of the American Legion and did a great deal in helping to organize this new order.

M. Shibatsuji, third secretary of the Japanese Legation at Washington, arrived in San Francisco on the Siberia Maru enroute to his new post.

Mr. and Mrs. George H. Grimm, well-known residents of Honolulu, returned to the mainland on the Siberia Maru for an extended vacation tour.

Mr. and Mrs. F. W. Horne, for many years residents of Yokohama and prominent in business and social circles in Japan, returned to San Francisco on the Siberia Maru. Mr. Horne has practically retired from business and has so arranged his affairs as to permit him to spend most of his time in California.

K. Kimura, member of the staff of Asano & Company, arrived on the Siberia Maru. He is attached to the San Francisco branch office.



## The Golden Pheasant

33 GEARY STREET SAN FRANCISCO

THE RESTAURANT REFINED

Achievements in the Art of Cook and Candy Making

## CLIFT HOTEL

"Where Service Predominates"  
Headquarters for travelers from the Orient and all parts of the world

300 ALL OUTSIDE ROOMS each with private bath

POSITIVELY FIREPROOF  
Home-like With A Personality  
Distinctively Its Own  
EUROPEAN PLAN

Wireless at our expense your request for room reservations

FREDERICK C. CLIFT  
PRESIDENT AND MANAGING DIRECTOR  
Geary at Taylor Streets

### SAN FRANCISCO

## HOTEL PLAZA

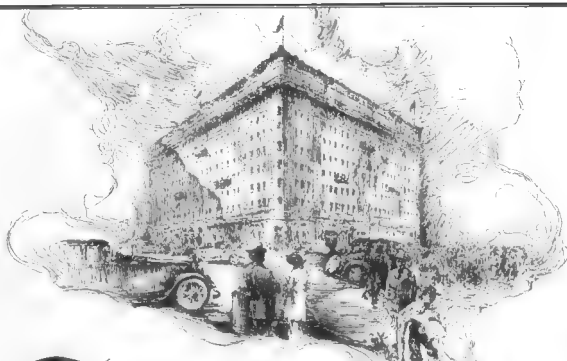
SAN FRANCISCO

STOCKTON and POST STS.  
on North side of Union Square

The Plaza gives the best values in the Three Important Things in Hotel Accommodation

LOCATION  
SERVICE  
RATES

European Plan from \$2.00 up  
CARL SWORD, Manager



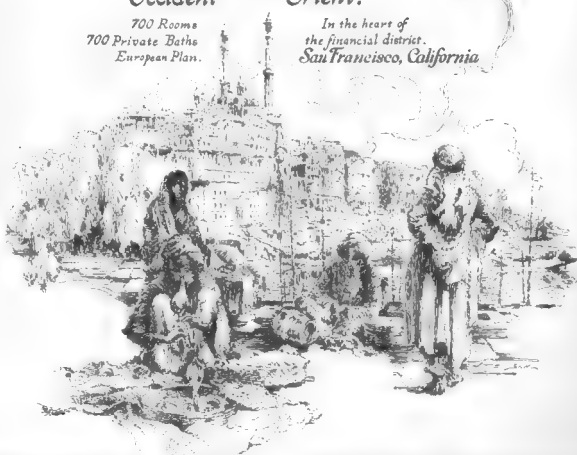
# The Palace Hotel

Management of Halsey E. Manswaring.

where **Historic Ties**  
for seventy five years have bound  
the "Occident" to the "Orient."

700 Rooms  
700 Private Baths  
European Plan.

In the heart of  
the financial district.  
**San Francisco, California**





## HIROSHIGE

(Continued from page 28)

procession of a powerful lord or the snowy peak of Fuji above the serpentine coils of clouds, had many poetical aspects, saddened by the occasional bells around a horse's neck; unlike the Tokaido where a cheerful life was lyrically endorsed by the humanized nature, here, as is well expressed in "Kisoji no Tabi," or the Journey by the Kiso Road, by Yekken Kaibara, the overwhelming cold power of Nature seems faintly but unmistakably smiling, touched by the warm pulses of the human heart which echo to the water of a valley or snow-covered stones of a mountain-side. This lonely nature, wild but still human, certainly appealed to the poetical sympathy of Hiroshige, whose subtle renderings of aerial perspective and poetical atmosphere had already conquered people's minds; he with Yeisen's collaboration, attempted, sometimes successfully (and admitting that among those forty-six pieces Hiroshige drew for this series "Mochizuki," "Ashida," "Senba," "Miya no Koshi," and few others are only worthy of his great name) to evoke the characteristic mood of the scenes. Mr. Kojima writes: "The village life of the Kisokaido gradually formed on traditions and customs that had fermented through many centuries, for the reason that this highway joined two great cities, Yedo and Kyoto, could not help feeling a touch of new fashion or civilization perhaps in popular songs or perhaps in girls' flowery hairpins, that blew in as if a spring breeze; and when Hiroshige and Yeisen brought out the series the nature of the Kisokaido seemed at once harmoniously tintured with the somewhat uncouth but lovely humanity peculiar to the region."

One year before his death, Hiroshige again brought out a scene of Kiso in "Kisoji no Yama Kawa," or Mountains and Rivers in Snow, in which this great master of the

Ukiyoye school expressed his marvellous adaptability to the limitation of the color print technique; the triptych is a most wonderful specimen simply and felicitously executed, the greater part of the sheets being left blank to represent the snows. Mr. Kojima reasons that such a simple graceful art came into existence, because the general taste of the people in Yedo when the time advanced toward the Grand Restoration, had become tired of ostentatious gaiety and extravagance, and sought its ideal of refinement in the divine precincts of simplicity where the soul's highest rhythm was thought to be singing. The Tokugawa civilization most naturally had her downfall when she reached her highest development; again Hiroshige died most happily at the time when he had mastered his highest art, that is, the purest art of simplicity.

## EDITORIAL

(Continued from page 28)

## CALL OF ORIENT IS NOW FELT

While the demand for passenger accommodations across the Pacific, as indicated by the advance reservations on ships sailing within the next three months, continues very heavy, there are reasons to believe that the overcrowded conditions that have prevailed for practically the past four years have passed. Even the shipping companies which have benefited by this tremendous patronage will be, in a measure, glad to see a return to something more like normal, as working to peak capacity all the time has not been conducive to the best results in service or operation.

Unlike a train, whose accommodations can be extended or reduced as the traffic warrants, a ship can care for so many, and no more. There is a limit beyond which nothing can go. To continue operating for an extended period of time at this limit of capacity means an overtaxing of facilities that cannot be maintained indefinitely.



drive your  
own car in

# California

Our "buy back guarantee" enables you to tour the land of sunshine at less expense and without the inconvenience of shipping your car from home. We repurchase for cash when you leave.

For full information write or wire

Van Ness & Post  
San Francisco

Harold L. Arnold  
Hudson Essex.  
distributor.

7th at Figueroa  
Los Angeles.



A steamer whose limit is, say, five hundred first class passengers cannot give as good service or provide as acceptable a menu when continually crowded to that limit, as it can, when carrying, say, four hundred or four hundred and twenty-five people. Under the latter condition, service and food standards can be maintained at the very highest condition of excellence.

Trans-Pacific travelers, during the coming year, with traffic resuming something of the normal tone, are thus assured of every convenience with service and table of uniform excellence, conforming to the rigid standards set for Toyo Kisen Kaisha steamers. At the same time, it is but proper and timely advice to suggest to all who are contemplating the tour "along the pathway of the sun" to anticipate their travel plans as much as possible and thus secure for themselves the most desirable accommodations, as the demand is sure to be very heavy even though not as great as has been heretofore.

#### Osaka invites American Firms

The city of Osaka, having a population equal to that of Philadelphia, is the very center of Japan's industry and commerce. In recent years its trade with America has expanded to such an extent as to call the special attention of American business men looking for trade with Japan. The city has been receiving a number of inquiries from American firms concerning the steps by which they can obtain business connections with the Osaka market. With a view to assisting these firms, and many others which may be glad of an opportunity to establish such connection, the Department of Commerce and Industry of Osaka has sent us an invitation to be published in our Bulletin. We take pleasure, therefore,

in publishing the following letter to American business men:

"Gentlemen:—We request you to fill out the blank, furnishing references and other information, and mail to the Department so that we may be able to introduce you to the Osaka market. The Department is always ready to assist you as much as possible—introducing merchants, manufacturers, etc., in this city—issuing certificates and tests—investigating commercial and industrial matters, at your request. Regarding the development of the trade between both countries, we shall be glad to receive inquiries, to which our prompt attention will be paid and satisfactory answers despatched.

Yours very truly,

Department of Commerce & Industry,  
Municipality of Osaka, Osaka, Japan.

#### TEAR THIS OUT AND MAIL

1. Name .....
  2. Address .....
  3. Amount of paid-up capital.....
  4. Cable address .....
  5. Codes used .....
  6. Bank or other references.....
  7. Terms .....
  8. Products and output thereof (in case of manufacturers and producers) .....
  9. Principal lines dealt in (in case of importers and exporters) .....
  10. Information desired is.....
- As to languages, English is preferred

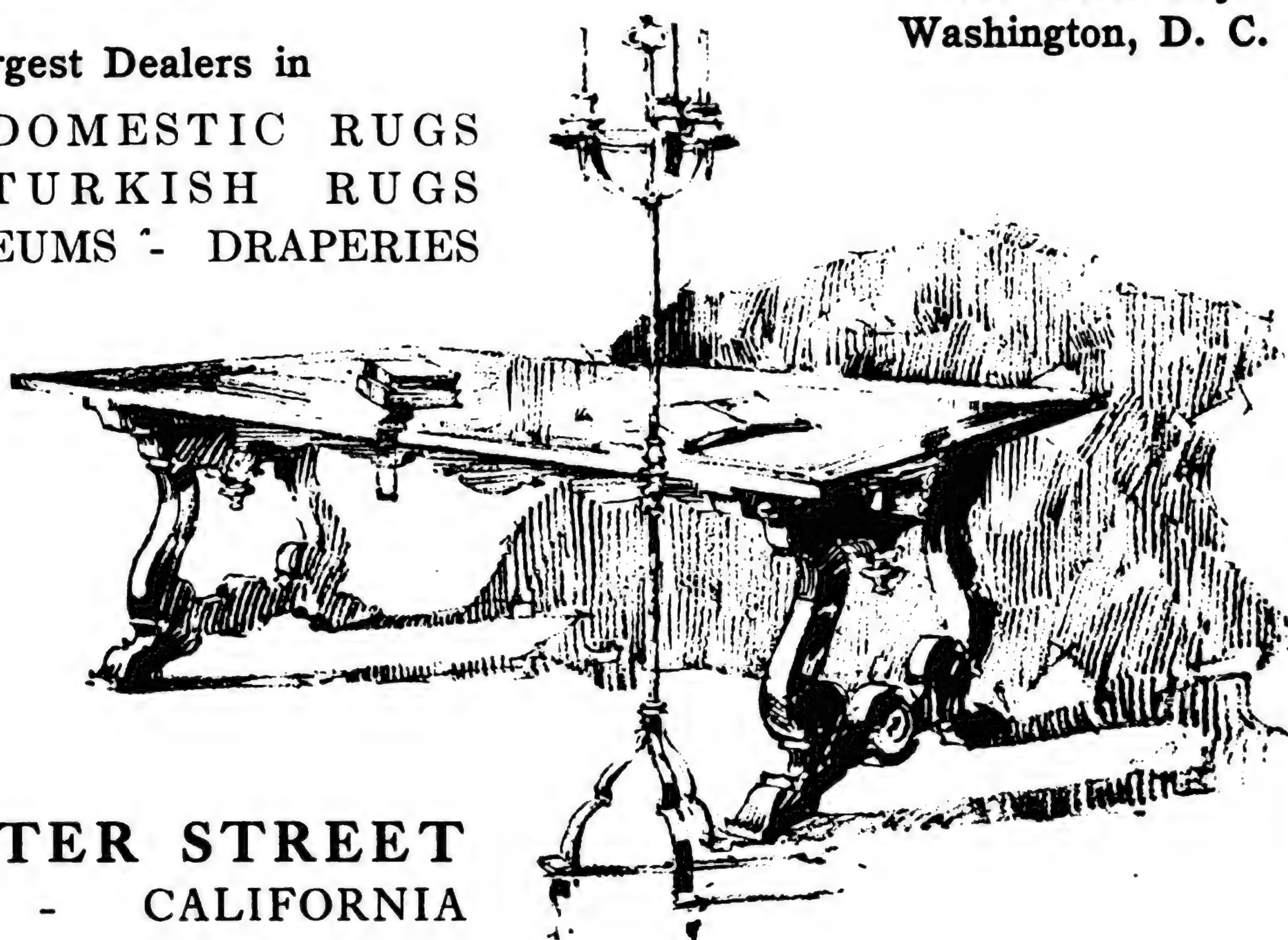
## W. & J. SLOANE

Established 1843

America's Largest Dealers in

FURNITURE - DOMESTIC RUGS  
PERSIAN AND TURKISH RUGS  
CARPETS - LINOLEUMS - DRAPERIES

Plans of Furnishing and  
Estimates of Cost for  
Residence or Institution  
needs Submitted gladly.



216-228 SUTTER STREET  
SAN FRANCISCO - CALIFORNIA

Stores Also In  
New York City  
Washington, D. C.



# Now is the Time to Visit Japan

## Cherry Blossom Season the Most Beautiful of the Year

### No Overcrowding of Hotels Now



YOU will be pleased to know that hotel conditions are such at this time as to enable us to give the best of service and attention to our guests. As you recall, during the past few years, we have been so terribly congested that many people have been disappointed and perhaps vexed because they did not get more attention. Just now travel has slackened considerably, due in a large measure to the quietness in industrial circles, which has reduced the number of business men moving to and fro. This enables us to take care of our tourist trade in the very best and most efficient way, so that those who visit Japan this coming year may be assured of every attention.

*C. Y. Wilmarth,  
Manager Grand Hotel, Yokohama.*

"Travel conditions are now much better here and visitors experience no difficulty in securing hotel accommodations at any point. Trains are not so crowded as before and I assure you that visitors can travel in comfort all over this country."

*G. Inomoto,  
Manager of the Japan Tourist  
Bureau, Tokyo.*

"Business continues good, but naturally we are not as crowded as we were a year ago, as there are fewer business people moving. The tourist business has been brisk and all reports from tourist agencies and steamship lines point to its continuance for several months to come. I am very glad to say that we now have a hotel more completely equipped than any in the Orient and we are in a good position to give the best of service and attention to all of our guests."

*Kent W. Clark,  
Manager of the Oriental Hotel,  
Kobe.*

"Hotels are not as congested as they have been. This is due in a large measure to the dullness in commercial enterprises, with the result that there are not so many business people traveling as heretofore. For the person who is traveling for pleasure, sightseeing and the usual tourist entertainment, this is the best time in

years to visit Hongkong. We can safely say that our hotels are in a position to give them the best of service at rates that are decidedly less than you will find in the States."

*Frank Travers,  
Passenger Agent, Hongkong.*

"Our new hotel is now opened and we can cordially invite visitors from all over the world to come and see us, assuring them that we can give them every attention and convenience. I do not think that you will find a more completely equipped hotel or one where more enjoyment can be had than in the new Grand Hotel de Pekin. Our rates on the American plan are considerably less than anything of the same class in America or Europe."

*L. R. Maille,  
Manager, Grand Hotel de Pekin.*

The above excerpts from letters received from hotel and transportation men in various cities of Japan and China are intensely interesting to prospective travelers across the Pacific. They are in answer to a questionnaire sent out from this magazine for the purpose of ascertaining exactly the conditions abroad. For the past five years travel to the Far East has been extremely heavy, overtaxing the capacity of ships, hotels, and rails. This was due to the unprecedented activity in commercial circles which drew thousands of business men, salesmen and representatives of

(Continued on page 61)

"Tourists are cordially invited to attend our daily flower show"

**PODESTA &  
BALDOCCHI**

Florists

Mail and Telegraphic Orders Most

Carefully Executed

**224-226 GRANT AVE.**

**San Francisco**

## FOREIGN MONEYS

# Yen : Sterling : Roubles Dollars, Etc.

We invite travelers to call in connection with the sale or purchase of foreign moneys and encashment of letters of credit.

All commercial banking transactions handled.

**The Crocker National Bank of San Francisco**

Established 1880

**LANGLEY & MICHAELS COMPANY**

Importers and Wholesale

**DRUGGISTS**

Druggists Sundries, Glassware, Pharmaceutical Preparations, Soda Fountains and Supplies

**MANUFACTURERS OF  
HYDROGEN PEROXIDE**

43-49 First Street 11-21 Stevenson Street  
**SAN FRANCISCO**

Phone Douglas 3595

**W. S. ALEXANDER**

General Insurance and Merchandise Brokers  
Contract and Surety Bonds  
Burglary and Accident Insurance  
Automobile Policies and Customs Contracts

**525 Market Street San Francisco**

Cable Address:  
BLISS, San Francisco

Western Union  
Telegraph Code

**Geo. Herrmann Company**

Hope in Sales and Cases  
Anhydrous Ammonia Aqua Ammonia 88°  
Solway 75° Calcium Chloride, Solid and  
Granulated

**300 FRONT ST. SAN FRANCISCO, CAL.**

**O'Brien, Spotorno & Mitchell**

Wholesale and Retail Dealers in

**POULTRY, GAME AND DAIRY PRODUCE**

Agents for CANTEL Cheeses

California St. bet. Montgomery and Kearny  
**San Francisco, California**

Telephone Douglas 3622  
Connecting all Departments

**W. M. DuVal & Co.**

**IMPORTERS AND EXPORTERS**

112 Market Street

**SAN FRANCISCO, CAL.**

Cable Address: "DuVal"—All Codes

**S. L. JONES & CO.**

INCORPORATED

Established 1880

**IMPORTERS AND EXPORTERS**

Corresponding with every country in the World

HEAD OFFICE

138-140 CALIFORNIA ST., SAN FRANCISCO

Branches: New York, Portland, Seattle

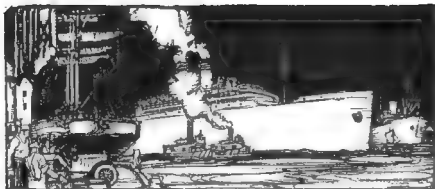
Hongkong, Shanghai, Kobe

**GARCIA & MAGGINI CO.**

**PACKERS AND SHIPPERS**

DRIED AND GREEN FRUITS AND VEGETABLES, NUTS, DATES, HONEY  
BEANS, ETC.

302 to 304 DRENN STREET  
**SAN FRANCISCO CALIFORNIA**



## New Ships for the Toyo Kisen Kaisha South American Service

### BUSINESS AND SHIPPING NOTES

From the latest advices received from Tokyo, the present fleet of steamers now operated by Toyo Kisen Kaisha on the South American line, which runs between Hongkong and Valparaiso, Chile, by way of China ports, Japan ports, Honolulu, San Francisco and west coast ports of Central and South America, will be more than doubled during the next year. The first of the new freight steamers to go into this service will be the Tokuyo Maru, one of the newest standard Asano type, 8800 deadweight ton freighters, which will arrive in San Francisco on her maiden voyage on or about the middle of January. This will be followed by two sister ships, named the Reiyu Maru and the Hayo Maru.

It is expected that the first of the three new 12,500 deadweight ton combination passenger and freight steamers of the Anyo type will be in service about the middle of 1921. This will be the Ginyo Maru, and will be followed by the Rakuyo Maru and the Bokuyo Maru. These three are the latest products of the Asano shipyards and will have accommodations for 75 first class and about 600 third class passengers. In equipment for the comfort of passengers and the efficient handling of freight, every modern device has been installed.

Definite plans have been perfected for erecting the long-talked-of skyscraper in front of the Tokyo Station. The George A. Fuller Co. are the contractors and are erecting the building for the Mitsubishi Company. It is to be built of reinforced concrete all throughout and will have ten stories. The ground floor will be laid out in the fashion of a western department store, and there will be many retail shops located there. When completed the building will take its name from

the locality in which it is situated and will be called the "Marunouchi Building."

If the Tenyo Maru had had twenty-two more berths they could easily have been filled and the passenger list would have been an even one thousand instead of nine hundred and seventy-eight, when the ship sailed from San Francisco for the Orient. The crack liner of the Toyo Kisen Kaisha fleet carried 233 first class, 71 second cabin, and 674 third class. Despite the poor freight market, officials of the Toyo Kisen Kaisha declared that they had been compelled to refuse freight offered for this ship. As it was the vessel was drawing over 33 feet of water when it left the slip. Among the items in the holds were 2440 bales of cotton consigned to Japanese factories, 467 tons of steel, 336 tons of lead, 340 tons of iron pipe, and 20 automobiles; 280 tons of canned goods and 90 tons of fresh California fruit for Christmas cheer in the Far East went out on the Tenyo, as did 190 tons of cigarettes and tobacco, an unusual shipment consigned to Manila.

In the ship's treasure tanks were 10,600,000 dollars in gold and silver,

consigned principally to Japanese banks.

The Seiyu Maru, passenger and freight steamer of the Toyo Kisen Kaisha South American run, arrived in San Francisco December 19th from Hongkong, via China, Japan and Honolulu ports. On her passenger lists were over five hundred travelers from the Orient, en route to the ports of the west coast of Mexico and South America. It sailed December 20th.

According to cable advices received from Lima, Peru, the Anyo Maru, big combination passenger and freight steamer of the Toyo Kisen Kaisha South American service, will arrive in San Francisco early in January, enroute to Japan and China ports. The Anyo will go from San Francisco to Portland, from which port it will sail direct for Japan.

### New General Freight Agent Arrives

En route to Seattle to assume his new duties as general freight agent for the Admiral line, Monte J. Wright arrived on the Toyo Kisen Kaisha liner Shinyo Maru from Manila.

For the last three years Wright has been acting as general agent for the company in the Philippines. After a few days here as the guest of local officials of the concern he will proceed north.

(Continued on page 48)

### THOS. COOK & SON

TOURIST, STEAMSHIP &  
FORWARDING AGENTS  
BANKERS, ETC.

"Travel Without Trouble"

INCLUSIVE INDEPENDENT TOURS

MANILA: Manila Hotel  
YOKOHAMA: Grand Hotel de Tokio  
YOKOHAMA: St. Walter Street  
HONGKONG: Des Voeux Road  
SHANGHAI: The Bund

Chief Office

LUDGATE CIRCUS, LONDON  
San Francisco, 63 Post Street  
New York, 245 Broadway

**THE FIREMAN'S FUND**  
is in the front rank  
in fire, marine and  
automobile insurance.



HONG KONG HOTEL COMPANY, LIMITED  
Operating the Leading Hotels of Hong Kong

# HONG KONG HOTEL HOTEL MANSIONS REPULSE BAY HOTEL

AMERICAN OR EUROPEAN PLAN

SPLENDID GRILL ROOMS

JAMES H. TAGGART, Managing Director

Hong Kong is one of the most picturesque and beautiful places in the world. Situated on the Island, the City of Victoria faces the harbor and ascends the heights, its residence section occupying the terraces on the hill sides. The business portion is on the level land along the waterside, while behind towers the Peak, rising nearly two thousand feet above the sea.

The City has many handsome and substantial business structures, excellent hotels, world-famous clubs and numerous attractions for the visitor. It is the oldest and most important Crown Colony in the Far East.



Hong Kong Hotel occupies a commanding location in the center of the business section. It has been established for more than fifty years and is the center of the hotel life and social activities of the Colony—as shown in the engraving on the left it is built to suit the climate, each floor having wide airy balconies, the full length, assuring greatest comfort. It is operated on both table d'hôte and a la carte plan and is noted for the excellence of its grill room.

Hotel Mansions, another of the company's hotels is situated just across the street from Hong Kong Hotel.

Below is a view of Repulse Bay Hotel, the finest resort in the Far East, recently opened at Repulse Bay on the opposite side of the Island from the city, and offers every advantage of a modern resort and country club, including golf, swimming, sailing, etc.





# BUSINESS NOTES AND SHIPPING

(Continued from page 46)

## Japan Has Reconstruction Worries the Same as Faced by America

Japan has been going through the same general process of reconstruction in business and finance since the war as has the United States, and from the fact that the general world movement toward economic adjustment started in that country, it is believed here that the first broad upward movement will also originate in that country.

Signs are not lacking that such a movement may be expected to begin in the near future.

An official of the Yokohama Specie Bank of New York is quoted in the *Journal* as saying: "The crucible test for Japan will come the first of the year. We have a custom of making annual settlements of accounts in January. If we can pass that period safely we feel that we shall have little to worry about.

"The reaction in Japan was much more severe than we have had in America, consequently Japan may be expected to require a little longer to recover. But under favorable circumstances I feel that it is not unreasonable to expect a revival of business after the new year."

As to whether Japanese retailers were holding goods off the market as American retailers are doing, he replied:

"They are doing exactly the same thing in Japan. The retailer has stood in the way of progress toward normalcy. He has vainly imagined that he could escape the consequences of economic laws, and has only succeeded in putting off the day of reckoning."

## San Francisco Comes Forward as a New Rubber Port

C. O. Burgin, secretary of the United States Shipping Board Operators Conference, has submitted figures to the Foreign Trade Department of the San Francisco Chamber of Commerce, under date of December 15, 1920, showing that it is now much cheaper to ship rubber from Singapore to Akron, Ohio, via San Francisco, than it is via New York.

Cable advices received state that the rubber rate from Singapore to Pacific Coast ports has been reduced from \$17.50 per 40 cubic feet to \$12.50 for the same space in order to equalize at Akron the movement of this commodity from the Orient through New York. This reduction places San Francisco in a most favor-

(Continued on page 53)

# When the South Calls

Be it Florida, The West Indies, The Mediterranean or California you will require some form of protection for your travel funds.

Thirty years ago the American Express Company originated Travelers Cheques.

Today thousands of Banks and Express Offices sell American Express Travelers Cheques each year to hundreds of thousands of travelers.

The value of a Travelers Cheque lies in its safety and in its "spendability." American Express Travelers Cheques not only insure your travel funds against loss or theft but thirty years of international use has made them acceptable in all countries.

With Travelers Cheques you can pay your hotel bill, purchase railway, steamship or Pullman tickets, pay your check in the dining car or for your seat in a sightseeing automobile. Merchants the world over accept these Travelers Cheques in payment of merchandise and souvenirs. You require no introduction other than your signature when you present—

## AMERICAN EXPRESS TRAVELERS CHEQUES

Your personal check will not carry you very far from your home town for the simple reason that you are away from those who know you. American Express Travelers Cheques are known and establish your credit the world over.

### AMERICAN EXPRESS TOURS AND CRUISES:—

A Cruise Around South America. Four Cruises to the West Indies. Tours to the Orient, the Mediterranean, Europe, California and Florida. Independent tours arranged to fit any pocketbook. For details and booklets address the Manager of the Travel Department of the—

## AMERICAN EXPRESS COMPANY

65 Broadway, New York

Offices or Correspondents Everywhere

INTERNATIONAL BANKING, SHIPPING, TRAVEL AND FOREIGN TRADE

At Home, at the Club, Cafe or Hotel

## CASWELL'S COFFEE

*always satisfactory*

Geo. W. Caswell Company

Phone Sutter 6654 442-452 Second St. San Francisco, Cal.

**Sold With A Guarantee**





## ORIENTAL HOTEL—KOBE

### FINEST IN THE FAR EAST

*Located on the Bund and in the Center of the Business Section of the City.*

*Five minutes' walk from Sannomiya Station and the American Haloba. Roof Garden Commanding Unobstructed view of Harbor and City with Hills in the Background.*

*Fireproof, Steel, Stone and Brick Building.*

*Hot and Cold Running Water in Every Room.*

*Electric Elevator Service. Steam Heat in Every Room. Large and Handsome Foyer. Telephones in Every Room.*

*Best Orchestra in Japan.*

*European Steward.*

*Completely Equipped Garage.*



View of the New Ballroom Oriental Hotel, Kobe

#### NEW BANQUET BALLROOM AND THEATRE

*Just Completed and  
Now Open for*

PRIVATE DANCES  
BANQUETS  
RECEPTIONS  
THEATRICALS

DINNERS  
LECTURES  
CONCERTS  
MOTION PICTURES  
and Meetings of all kinds

BANQUET CAPACITY  
350 PERSONS  
European Steward  
in Charge

CONCERT CAPACITY  
700 PERSONS

Completely equipped  
stage with scenery, lights  
and dressing rooms.

Telephones Sannomiya 741 L. D. 1954 & 1597  
Cable Address: "Oriental" KOBE

Rates on Application  
American Plan

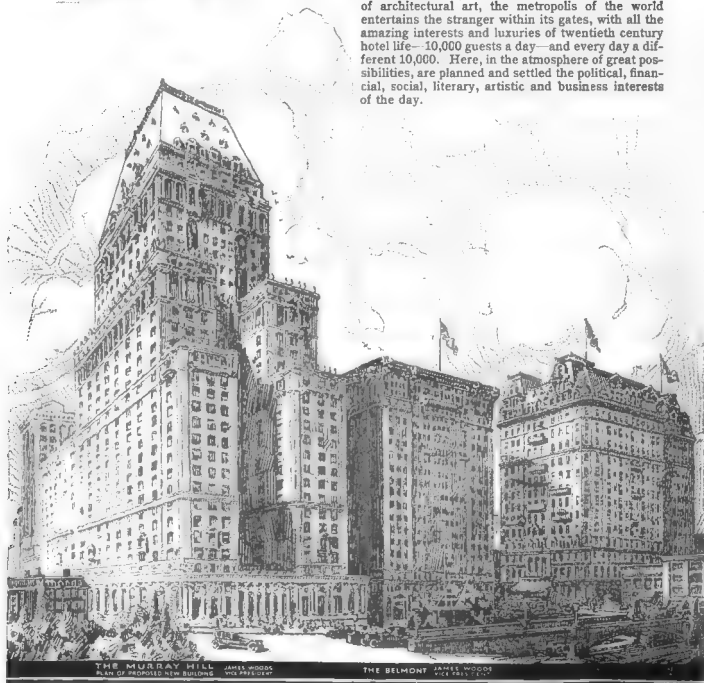
Under the Personal Direction of  
**KENT W. CLARK**



# Pershing Square

## The World Centre

**PERSHING SQUARE** is the human, throbbing, nerve center of the Nations of the World—in cosmopolitan New York. Facing the Square, adjoining, or within a step of the Grand Central Terminal, is a group of the world's most sumptuous of modern hotels—The Biltmore, Hotel Commodore, The Belmont and Murray Hill Hotel. In these monuments of architectural art, the metropolis of the world entertains the stranger within its gates, with all the amazing interests and luxuries of twentieth century hotel life—10,000 guests a day—and every day a different 10,000. Here, in the atmosphere of great possibilities, are planned and settled the political, financial, social, literary, artistic and business interests of the day.



THE MURRAY HILL JAMES WOODS  
PLAN OF REAR OF THE BUILDING THE ARTIST

THE BELMONT JAMES WOODS  
PLAN OF THE BUILDING



# New York City of Great Hotels

Fifth Avenue, with its fashionable shops, is one block away. The clubs, the theatres, the restaurants, libraries, art galleries, concert and exhibition halls are nearby. The arteries of transportation, subways, elevated and surface cars, center here, bringing the most remote points of the city within easy touch.

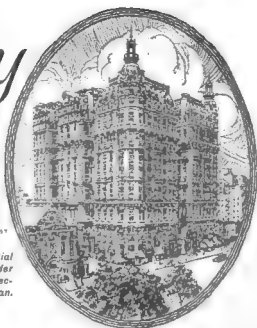
Whatever your business, or pleasure, in New York—a day, a week, a year—whatever your purse, whatever your tastes, one of these splendid hotels of Pershing Square will serve you with an individual ease and comfort and a personal hospitality which the combined efforts and long experience of a group of the best hotel managers in the world have made an art.

## THE PERSHING SQUARE HOTELS

UNDER THE PERSONAL DIRECTION OF  
JOHN MCE. BOWMAN, *President*

THE ANCONIA  
BROADWAY AT 22<sup>ND</sup> ST.  
NEW YORK CITY  
VICE PRESIDENT

—in the residential  
section—also under  
the personal direction  
of Mr. Bowman.



NEW PARK AVE VIADUCT

THE BILTMORE  
GRAND CENTRAL TERMINAL

HOTEL COMMODORE

GEORGE W. SWEESMY  
VICE PRESIDENT



## A Gateway to International Trade

"All sea lanes lead to Portland"—port, city and manufacturing center.

The Ladd & Tilton Bank—oldest bank in Portland and the Northwest—has for sixty-one years been in direct touch with both sides of International Traffic.

Step by step it has developed its now exceptional service—service that goes over the rim of the world in the interests of modern commerce.

Thus this bank is equipped from every practical standpoint with

### SERVICE TO FOREIGN TRADE

Collections made, drafts and letters of credit payable in all parts of the world issued. Bills of exchange bought and sold—export and import financed. Complete service in every department of banking.

**LADD & TILTON BANK**  
PORTLAND  
OREGON  
U. S. A.

CABLE ADDRESS "LADD"



## BUSINESS AND SHIPPING NOTES

(Continued from page 68)

able position to obtain the import movement of rubber.

A comparison of through charges on rubber from Singapore to Akron, based on 52½ cubic feet for 2,000 pounds of rubber, in effect at that time, follows:

Ocean Rate—New York, \$26.40 per 40 cubic feet; San Francisco, \$12.50 per 40 cubic feet.

Rail—New York to Akron, \$10.50 per 2,000 pounds; San Francisco, to Akron, \$26.65 per 2,000 pounds.

Through Charge—New York, \$45.15 per 2,000 pounds; San Francisco, \$43.05 per 2,000 pounds.

This shows a difference in favor of San Francisco of \$2.10 per ton. Prior to this reduction in Pacific ocean rates the movement of rubber through this port had been very small, but with this saving to be made by shippers, Mr. Burgin says a considerable tonnage should begin to arrive here for rubber manufacturing concerns in the East.

## Tokyo Emissary Seeks Facts in California

Talk of war between Japan and America as an outgrowth of California's anti-alien legislation, which prohibits Japanese and other aliens ineligible to citizenship from owning or leasing agricultural lands in the State, was characterized as "idle gossip" by K. Kiyose, a member of the Japanese Diet of Tokyo, who visited San Francisco.

Kiyose is in California gathering data concerning the reasons why the State adopted the amendments to the anti-alien land law at the November election, and he called at the California Capitol to extend greetings to Governor William D. Stephens. In the absence of the Governor, Kiyose talked with his private secretary, Martin Medsen.

"Japan would not object to America excluding her nationals from the United States," said Kiyose, "but would appreciate it if America would only grant to the Japanese now in this country equal rights with American citizens.

"We believe the Japanese in America should be given the right to become citizens if they so desire and to own and lease lands in California or any other State. Give the Japanese already here those rights and the Japanese Government and Japanese citizenship would be satisfied, even though this country should be closed to further immigration from Japan."

## PORTLAND GETS DIRECT SERVICE TO SOUTH AMERICA

## Toyo Kisen Kaisha Begins New Connection with Tokyoku Maru

What the opening of the Toyo Kisen Kaisha offices in Portland means to that city is indicated in the announcement just made from Tokyo that the Tokyoku Maru, one of the new 10,000 deadweight ton freighters, just completed in the Asano shipyard at Tsurumi, Japan, would call at that port en route to South America and West Coast ports. When the Portland-Japan line was opened, K. Doi, manager of the steamship company for America, assured the shippers and officials of the northern port that a regular service would be established between that city and the coast of South America as soon as practical. Portland, the natural outlet for the rich country drained by the Columbia and Willamette rivers, has immense natural resources, and its chief products—lumber, grain and milled products—are in big demand in the cities along the west coast as far as Valparaiso.

Direct connection with these southern cities has heretofore been lacking, and as a result the business that was there has been diverted to other places or has been handled with con-

siderable inconvenience and expense. Under the new direct service inaugurated with the departure of the Tokyoku Maru, this vast and fertile territory, extending from Manzanillo, Mexico, to Valparaiso, Chile, becomes accessible to Portland shippers, and

(Continued on page 85)

No other school of medicine offers the safety from drugging you will find in Homeopathy.

## NEURITIS

IS NERVE INFLAMMATION  
and can be cured by reducing  
nerve inflammation.

-FOR-

That sharp darting pain in the shoulder, nape of the neck, along the forearm, wandering pain causing a sense of numbness in the fingers or toes, Neuralgia, Stiff neck, Sciatica and Sick Headaches.

TAKE  
*Cope* NEURITIS  
TABLETS

Price \$2.60

Foreign Postage 12 cents  
Mailed anywhere on receipt of price

Boericke &amp; Runyon Co.

140 Powell St.

San Francisco

Homeopathic Pharmacists since 1870

# Colonel

Full Size Floater      Medium Size Non-Floater

## The Colonel says:

Real worth is found in the Colonel Ball and that is why it has been so universally adopted by good golfers as reliable in flight, true in putting, and durable in use.

## COLONEL GOLF BALLS

\$1.00 Each.      \$12.00 Per Doz.

In the familiar Meshed Marking or the popular new Dimpled Marking.

## ST. MUNGO MFG. CO., OF AMERICA

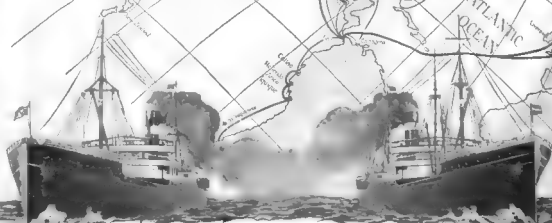
121-123 Sylvan Avenue,  
Newark, N. J.

New York, 38 Warren St.      Boston, 143 Federal St.  
Philadelphia, 1101 Market St.      Chicago, 36 S. State St.  
San Francisco, 46 Kearny St.



SMALL SIZE  
NON-FLOATER





## Superior Shipping Service

Through the PORT of  
**PORTLAND, OREGON, U.S.A.**

### *Toyo Kisen Kaisha*

*Oriental Steamship Company*

Regular direct freight service between Portland and Kobe, Yokohama, Moji, Shanghai, Hongkong and other Oriental ports.

#### PASSENGER AND FREIGHT SERVICE

Passenger and freight service from West Coast ports of South and Central America and Mexico to Japan and Hongkong via Portland.

Served by nine railroads, four connecting with trans-continental territory via the COLUMBIA RIVER GATEWAY.

Modern municipal and private terminals equipped with latest labor, time- and money-saving, cargo-handling machinery, ample wharfage and facilities for ocean vessels and storage for any kind of cargoes.

#### REGULAR STEAMSHIP SERVICE TO WORLD PORTS

\* \* \* \* \*

### *Holland- America Line*

Regular direct freight service between Portland and Rotterdam, Amsterdam, Antwerp, Havre, London, Liverpool, Hamburg, and other United Kingdom and Continental ports.

## COAST FREIGHT

#### THE CHARLES NELSON COMPANY

Regular northbound freight service from San Francisco and other California ports to Portland.

#### COLUMBIA NAVIGATION COMPANY

Regular freight service between Portland and Siletz, Yaquina and Alsea Bay ports (Oregon Coast).

### SHIP BROKERS AND FREIGHT FORWARDERS

Parcel or cargo shipments forwarded, or charters made, to any port or foreign destination protecting shippers against worry, preventable delays, loss of time, money and business.

Cable Address: "POWLMAC"

# OREGON-PACIFIC COMPANY

WILCOX BUILDING - PORTLAND - OREGON

## GENERAL AGENTS

Cable Address: "POWLMAC"



**A. CARLISLE & CO.****STATIONERS, PRINTERS  
LITHOGRAPHERS  
BOOKBINDERS**

Printing and Bookbinding in  
all its Branches

JAPAN is one of the Products  
of Our Printing Department

Commercial Stationery for  
Every Purpose

San Francisco California

**William Cluff Company,**

INC.

SAN FRANCISCO, CALIF.

**IMPORTERS EXPORTERS**  
Manufacturers and Cannery  
Exclusive Representatives

Canned Fruit, Canned Vegetables  
Groceries and Provisions, Shoes  
Rubber Sundries, Hardware, Chemicals

**GENERAL MERCHANDISE**  
FOREIGN OFFICES

Shanghai, China Manila, P. I.

**Honolulu Dairyman's  
Association**

HONOLULU, T. H.

**PURE MILK AND CREAM**

We make a specialty of Certified Baby Milk.  
Give us your order and we will deliver on  
board in any quantity. Brisk low Cream de-  
livered to refrigerator or steamer.

**McCabe, Hamilton &  
Renny Co., Ltd.**

**STEVEDORES**

Ships' Mail in Our Care Promptly  
Delivered

**HONOLULU, T. H.**

Codes:  
Watkins, Scott's, 5th ed., A-1, A.B.C.  
Cable Address:  
"RENNY"

**MARINE ELECTRIC  
COMPANY**

**Electric Installations**  
Armature Winding, Supplies  
and Repairs, Marine Genera-  
tors, Search Lights, etc.

195 FREMONT ST. SAN FRANCISCO, CAL.

**BUSINESS NOTES AND SHIPPING**

(Continued from page 53)

there is no question that a large and profitable business can be built up.

The Anyo Maru, which arrives from South America early in January, is scheduled to call at Portland, from whence it sails direct to Japan and Hongkong. This is the first appearance of this big combination passenger and freight liner at Portland, and its arrival is awaited with considerable interest.

**FAR EAST IS VAST MARKET  
FOR U. S. EXPORT GOODS****Merchant of Manila Opposes Europe  
As Field**

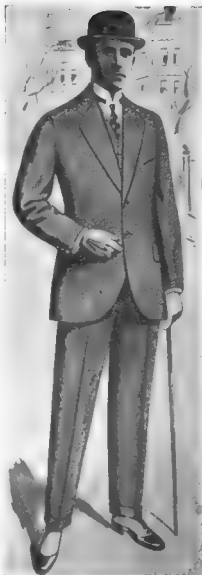
The United States must expand its trade if it hopes to effect early financial rehabilitation, and the Far East is practically the only field at present open to and welcoming commercial invasion, according to Harold M. Pitt, for the past five years president of the Manila Merchants' Association, who arrived in San Francisco on the Toyo Kisen Kaisha liner Shinyo Maru.

"During the period of 1914 to 1919, inclusive," Mr. Pitt declared, "the United States sold to Europe \$20,832,000,000 worth of commodities, while its purchases in Europe were \$3,582,000,000, which left a balance against Europe for the four years amounting to seventeen and a quarter billion dollars. It is probable that in the neighborhood of five or six billion of dollars of this balance has been settled by the return of American stocks and securities that were held in Europe. This would leave approximately twelve billions of dollars still standing, of which about ten billions is represented by Government loans and credits.

**Importance Shown**

"In order to appreciate the import of these figures one must consider that the commodities represented by this enormous indebtedness had to be paid for at the source of supply, while the indebtedness itself is recorded as a credit on the books which the Government was compelled to finance with the issuance of paper money. While this has caused a certain inflation, it was supplemented by the tremendous outlay made by the Government for war purposes.

"Taking the year 1919 as an example, the United States exports to Europe amounted to \$5,186,000,000, while imports from the same quarter were little more than three-fourths of a billion, making the balance against Europe close to four and a half billion dollars. Of this balance, \$128,000,000 was on account of the Central Powers—Germany, Austria-Hungary and

**Dress Up**

When You Get to California

Our designers "Know How" to produce clothes up to the latest decrees of New York and London Fashions.

Phone us when you get to your Hotel in San Francisco and we will submit samples of the Latest Woolens and Styles in Men's Dress to fit you out correctly—upon short notice.

Satisfaction or money back.

**OHLSOHN & HOLMES  
TAILORS**

Successors to H. S. Bridge & Co.

French Bank Bldg. 110 Sutter St.

**SAN FRANCISCO**

Established 1885



H. H. HENRICI, President  
H. T. FROST, Secretary  
J. A. McEWEN, Vice-President  
**The Johnson Locke Mercantile Co.**  
Import and Export Factors  
**RICE, OILS, PEANUTS, BEANS, ETC.**  
Kobe, Yokohama, Hongkong  
No. 1 Drumm Street San Francisco

J. ESQALLE J. DOASSANS  
**J. DOASSANS & CO.**  
PORK PACKERS  
Cheapest Kinds of Sausages, Hams, Bacon, etc.  
Club House and French Sausages a Specialty  
STALLS NOS. 88 TO 90  
CALIFORNIA MARKET  
Phone: Sutter 4870 - 4871 San Francisco, Cal.

**Griffith-Durney Company**  
San Francisco, California  
Canned Foods and Leading  
Salmon Handlers

Charles L. Goetting & Co.  
Dealers in  
Domestic and Tropical Fruits & Produce  
**California Market**  
Phone Douglas 3761  
SAN FRANCISCO

P. O. BOX 2175  
**A. PALADINI**  
Wholesale and Retail FISH DEALER  
Fresh, Salt, Smoked, Pickled and Dried Fish  
540-554 Clay St.,  
San Francisco

**J. & R. WILSON, Inc.**  
Wholesale Ship Chandlers, Wholesale Ship  
Provision Dealers, Wholesale Engine Supplies  
Lion Patent Metallic Packings, Beldams Patent  
Metallic Packings, Gladiator High and Low Pressure  
Asbestos Packing, Federal Anti-Corrosive and Anti-  
Fouling Paints, Best Coating for Bottoms of Iron and  
Steel Vessels, Federal Copper Paint—Best Coating  
for Wooden Vessels, Briggs Bituminous Solution  
Paint—Best Iron Paint to Stop Corrosion.  
127-135 STEUART ST., SAN FRANCISCO, CALIF.

Main Office, 60 Yamashita Cho, Yokohama, Japan  
New York Office, 100-102 W. 32nd St., New York, N.Y.  
**NIPPON DRY GOODS CO.**  
Manufacturers & Importers of  
JAPANESE GOODS  
Pine and Front Streets : Phone Sutter 690  
SAN FRANCISCO, CAL.

**Pacific Orient Co.**  
Established 1901  
EXPORT — IMPORT  
16 California St., San Francisco, Cal.  
Cable Address: COWEN All Codes

Turkey. There was \$667,000,000 against non-belligerents—Spain, Switzerland, Denmark, Netherlands, Sweden, Finland and Norway. Neither of these groups, however, were much in our debt, and their balances were of small concern, but the balance against the Allies for the year alone totalled approximately \$3,500,000,000.

#### Gold Exports Grow

"Simultaneous with the value of the above shipments the exports of gold from the United States last year exceeded imports by \$291,000,000, and exports of silver were greater by \$150,000,000 than the imports. Thus, while the United States had to carry its customers to the extent of three and one-half billion dollars, it was obliged at the same time to pay nearly \$450,000,000 in cash to other countries as a result of money exchange conditions.

"Considering these facts, it is obvious that the United States must curtail its exports to Europe, as it will not be practicable to further increase the enormous indebtedness already existing. Deprived of the European market, the United States will naturally be obliged to look to other quarters for the disposition of its manufactures. South America cannot be called a promising field, as the population is sparse and development there in the future will be comparatively slow."

#### Far East Market

As a result, he maintained, the only section of the world that remains available for the United States for the purpose of establishing trade relationship lies in the Far East, including the Philippine Islands. With the exception of Japan and Siberia, practically all of the Far Eastern trade can be supplied from Manila when permanent stocks are available. Using that port as a distributing point for American trade to the Far East, Pitt declared, with trade relationship of this section similar to that which exists today between the Philippines and the United States, that it would be to the interests of the Government and private concerns to develop these islands to the utmost, in that this solution offers the most promising and quickest way to normalcy.

China holds the greatest future for American trade of any country in the world, is the opinion of F. R. Sandford, Jr., treasurer of the Asia Banking Corporation, who was recently in San Francisco from New York, the headquarters of the corporation.

"Our capitalists, manufacturers and business men who are giving Latin-America all their attention overlook their best chance," said Mr. Sandford.



**"BEAR BRAND"**  
California Oak Bark  
**SOLE LEATHER**  
**KULLMAN, SALZ & CO.,**  
Incorporated  
603 Wells Fargo Building  
San Francisco, Calif., U. S. A.  
Cable Address "Kulmansals"

PHONE KEARNY 3117

**A. N. NELSON & CO.**  
Exporters, Importers and Wholesalers  
BUTTER, EGGS, CHEESE, PROVI-  
SIONS, SHIP SUPPLIES, CANNED  
GOODS, SALT, SALT FISH, ETC.  
87-89 CLAY ST., SAN FRANCISCO

J. W. LEGGETT B. C. BREMER  
**MATTOON & CO.**  
Custom House Brokers and  
Forwarding Agents  
516 BATTERY STREET  
San Francisco, Calif.  
Phone Sutter 374

**Dodge, Sweeney & Co.**  
Groceries, Dairy Produce  
Provisions  
Sunkist—Brownie—F. F. C.  
Brands Canned Fruits  
and Vegetables  
STEAMERS, SHIPS and EXPEDITIONS  
Supplied Completely  
36 TO 48 SPEAR STREET  
SAN FRANCISCO



## JAPAN INVITES YOU TO SEE THE CHERRY BLOSSOMS

The lovely land of cherry blooms; of superb Fuji; of verdant mountains and sparkling streams; of tea and rice fields; of silk and pottery makers; of quaint age-old customs; of gorgeous temples; of smiling, obliging men and women who welcome you, is today the

### WORLD'S MOST FASCINATING VACATION LAND

Trans-Pacific steamer fares are the lowest in the world for distance and service given. Japanese hotel rates are moderate; \$4.00 to \$8.00 per day per person for meals and room.

Japan Hotel Association,

organized by hotel men to insure proper service to visitors, includes leading hotels as follows:

#### IN JAPAN PROPER NIKKO—

CHUZENJI (NIKKO)— Kanaya Hotel

Lakeside Hotel Nikko Hotel

KANAKURA— Osaka Hotel

Kashio Hotel SHIMONOSEKI—

KARUIZAWA— San Yo Hotel

Mikasa Hotel SHIZUOKA—

KOBE— Daiokwan Hotel

Oriental Hotel TOKYO—

Tor Hotel Imperial Hotel

WYOTO— Tokyo Station Hotel

Kyoto Hotel Tsukiji Seiyoken Hotel

Miyako Hotel YOKOHAMA—

MATSUBISHI— Grand Hotel

Park Hotel

MIYAJIMA— IN CHOSEN

Miyajima Hotel KEIZO (SEOUL)—

MUKANOSHITA— Chosen Hotel

Fujiya Hotel FUSAN—

NARA— Fusan Station Hotel

Nara Hotel

"JAPAN," a handy guide book sent free on request of Secretary Japan Hotel Association, Japan Tourist Bureau, Central Station, Tokyo; or 425 Market St., San Francisco, or Traffic Bureau, Dept. of Railways, Tokyo, or at any office of Taro Kiseo Kauba, or Thomas Cook & Son.

SHINGIEBU—

Shingiebu Station Hotel

IN MANCHURIA

CHANGCHUN—

Yamato Hotel

DAIREN—

Yamato Hotel

HOSHIGAKURA—

Yamato Hotel

NOTEN (MUKDEN)—

Yamato Hotel

RYOJUN (Pl. Arthur)—

Yamato Hotel

IN TAIWAN (FORMOSA)

TAIPEI—

Taiwan Railway Hotel



**LEVENSON COMPANY**

Established 1878

Cutlery, Hardware, Hotel Ware, Kitchen Ware  
Tin Ware, Willow Ware, Wooden Ware  
Aluminum Ware, Janitorial Supplies325-327 MARKET ST., SAN FRANCISCO  
(Formerly Front and Pine Sts.)**Schweitzer & Co., Inc.****Wholesale Butchers  
and Meat Jobbers****Importers of  
AUSTRALIAN MEATS****136-148 FIFTH STREET  
SAN FRANCISCO****TELEPHONE—SUTTER 626**

Established 1871

**Michalitschke Bros. & Co.**

THE STANDARD CIGAR HOUSE

129 FIRST ST. SAN FRANCISCO

Melville S. Topfitz

F. L. Willekes MacDonald

**MacDONALD & CO.**

EXPORT—IMPORT

454 Montgomery Street  
SAN FRANCISCO, CALIFORNIA**Balfour, Guthrie & Co.**

MERCHANTS

IMPORTERS AND EXPORTERS

Agents of Harrison Direct Line of Steamers  
to and from European Ports

350 CALIFORNIA ST. SAN FRANCISCO

Also

Los Angeles, Cal., Portland, Ore., Seattle and  
Tacoma, Wash., and Vancouver, B. C.Balfour, Williamson & Co., London, Liverpool  
and New York

Williamson, Balfour &amp; Co., Valparaiso, Chili.

When in Honolulu visit

**SHINRUTEI**high class Japanese  
RESTAURANT

Telephone 2602

Honolulu, T. H.

**CONTEMPORARY NEWS AND  
COMMENT**

(Continued from page 33)

While women in Japan do not vote and may not even attend political meetings or belong to a political society, it is well known that the law in some respects enables them to occupy positions unknown to the West. Where families are carefully registered, it often happens that a woman is the legal "head," and the process is well known by which the parents of daughters may avoid the disadvantages of having no son by taking a son-in-law into the house and conferring on him their own name in exactly the reverse manner from that in which normally a daughter-in-law is taken in. Often the adopted son-in-law has to behave himself just as circumspectly as the adopted daughter-in-law. In *Josei Nihonjin*, Dr. T. Okamura enlarges on the position of woman as head of a family and points out how practically any single woman can start a branch family with herself as head, and maintain that headship after marriage. Such laws exist because masculine prerogatives are so well assured that the most suspicious jealousy sees in them no risk to the dominance of the male sex. Paradoxically, they open the door to a movement for the emancipation of woman wider than it is open in countries where women have generally had more liberty.—*Kobe Chronicle*.

It is proposed by the Chinese civilian aviation society in China to carry out a Japan-China flight in the near future, and, according to the *Tokyo Nichi Nichi*, an application has been received by the Japanese military authorities from the representatives of the Chinese association for the use of the Yoyogi aviation ground on which the Chinese aviators propose to land. According to the statement accompanying the application, the Chinese aviators will start from Shanghai for Nagasaki, and cross Kyushu and Shikoku direct to Tokyo. The aviators will start back to China on the very day of their arrival.

The census at Shanghai shows that there are 26,869 foreigners in the Settlements. Of these 23,307 are in the International Settlement and 3,562 in the French Settlement. This does not include the Chinese. The list does not include any Koreans but perhaps these are included among the Japanese, who head the list with a total of 10,521, over 4,000 more than the British (6,385). The Americans come a bad third with 2,813, while the Russians amount to 1,476, a considerable increase over pre-war times.

**Johnson & Higgins**INSURANCE EXCHANGE BLDG.,  
SAN FRANCISCO**FIRE  
MARINE  
LIABILITY****INSURANCE BROKERS and  
AVERAGE ADJUSTERS**

Phone Kearny 2496

**WM. H. THORNLEY**CUSTOM HOUSE BROKER  
AND FORWARDING AGENT

520 BATTERY ST. SAN FRANCISCO

**H. N. Cook Belting Co.**

MANUFACTURERS

**LEATHER BELTING**

SAN FRANCISCO, U. S. A.

**BAYLE, LACOSTE & CO.**Wholesale and Retail Dealers in  
Tripe, Calves' Heads and Feet, Brains, Tongues,  
Sweetbread, Livers and Ox Tails**California Market**

444 Pine Street

Phones:

Office, Douglas 3738 Factory, Butchertown 30  
San Francisco, Cal.**HOPS AND MALT**

FROM

**THE LARGEST HOP-GROWERS  
IN THE WORLD****Manufacturers of Choice  
California****Chevalier and Bay Malt**We grow hops on our own lands in  
the best hop growing districts of  
California, Oregon, Washington and  
British Columbia. Write for samples.Cable Address—all offices:  
CLEMHORST—all codes**E. Clemens Horst Co.**

San Francisco New York London



# **PACIFIC EXPORT LUMBER COMPANY**

Cable address: Wheelright, Portland, Ore.

**Exporters of  
PACIFIC COAST LUMBER**

**WHITE CEDAR LOGS  
BOLTS and LUMBER**

Cargo and Parcel shipments to all parts of the world  
Schedules and other information supplied

**Importers of  
ORIENTAL MERCHANDISE**

**BEANS, PEANUTS, RICE  
WHEAT BAGS, JUTE, ETC.**

---

Head Office:

Chamber of Commerce Building, Portland, Ore.

Branch Offices:

16 California St., San Francisco, Cal.

American Bank Building, Seattle, Wash.



# Davies, Turner & Co.

**Foreign Freight Contractors and Forwarders**  
**Customs Brokers - Storage - Marine Insurance**

**Special Facilities for Prompt Handling of All  
 Kinds of Foreign Freight**

**Offices in the Principal Ports of the World**

**NEW YORK, BOSTON, PHILADELPHIA, CHICAGO, ST. LOUIS, CLEVELAND, DETROIT**  
**SAN FRANCISCO: 260 CALIFORNIA STREET**

**Cable Address: SPEDITION, New York, Boston, Philadelphia, Chicago, St. Louis, Cleveland,**  
**San Francisco, London, Liverpool, Glasgow, Bristol, Birmingham, Manchester, Paris.**

**Connecting with**  
**DAVIES, TURNER & CO., Ltd.**  
**LONDON, LIVERPOOL, BRISTOL, BIRMINGHAM, GLASGOW,**  
**MANCHESTER, PARIS.**

**Freight Agents**  
**MESSAGERIES MARITIMES OF FRANCE**

**Freight Agents**  
**TOYO KISEN KAISHA**



## **NOW IS THE TIME TO VISIT JAPAN**

(Continued from page 45)

firms in various lines, to the other side of the Pacific. Many of these men made numerous trips and being experienced in the ways of travel, naturally made their reservations on steamers and in hotels far in advance, thus shutting out some of those who desired, to go on pleasure only and who did not anticipate their needs or the crowded conditions awaiting them.

Due to the recent financial reaction which has been felt in the Far East as well as in America, travel for business purposes has lessened materially, thus giving ample opportunity for those who desire to go abroad for pleasure purposes. Visitors to Japan and China during the coming year are therefore assured of proper attention, of being able to secure hotel accommodations without difficulty and of enjoying themselves under the most favorable conditions of prewar days. Another factor which is decidedly in favor of the traveler who is planning to go to the Orient is the fact that at the present time exchange rates are entirely in his favor, a condition that has not existed recently.

Reservations with tourist agencies and steamship lines indicate that a great many people are appreciative of this situation and are making their plans to make this "the wonder trip

of the world." No other place at this time is so well prepared to accommodate, to please, amuse, instruct and entertain as are the cities of Japan and China. In no other place will the visitor find so many things out of the ordinary, far beyond anything he has experienced heretofore. For the first time in his life (if it be the first trip across the Pacific) he will find that he is a "foreigner" among strange people whose history, customs, and environments are filled with fascinating interest. He will find in their modes of life, arts, crafts and literature, so much that is out of the ordinary that he will soon come to feel something of the spell which the Far East casts upon those who come in touch with it.

So the advice which this magazine has given consistently for the past year now has repeated additional force and application.

Now is the time to plan to go.

G. F. Newell J. H. Marshall  
**Marshall - Newell Supply Co.**  
 Incorporated  
 ENGINEERS' AND MACHINISTS'  
 SUPPLIES AND GENERAL  
 HARDWARE  
**SPEAR AND MISSION STS.**  
 Phone Sutter 6585 San Francisco, Cal.

**C. HENRY SMITH**  
 SHIPPING AND COMMISSION MERCHANT  
 United States Food Administration License No. 9-23328  
 211 CALIFORNIA ST. SAN FRANCISCO  
 Cable Address: CHENRYINC  
 Codes: Lister's A. B. C. 4th and 5th Edition.  
 Western Union and Private  
 Bentley's and Scott's

**The Home of the CHICKERING**  
 Schmer, Autopiano, Ampico, Foster  
 Davenport-Trosky Victrola Records  
**Byron Mauzy** Schmer and  
 520 STOCKTON, on Union Square  
 San Francisco  
 575 14th Street, Oakland

## **Tales of the Sea Tales of See and Tales of the CCC**

## **The Log**

OF THE CIRCUMNAVIGATORS CLUB  
 Advertising Contract Blank and Rates  
 upon application

Stories and Articles by Celebrated  
 Circumnavigators Covers and Cartoons  
 by Circumarteditornarkivell  
 Circumbyspecialdispensationgla ckens  
 and Mlle. Lagrima Bonafoux

The organ of the Circumnavigators  
 Club printed bi-monthly for the  
 pleasure of Circumnavigators, and  
 those who ought to be.

### **SUBSCRIPTIONS**

This side of the C \$1.00  
 The other side of the C \$1.50  
 Single Copy, 20c  
 J. H. BURCH, Jr., Editor

**The Log of the  
 Circumnavigators Club**  
 Burlington, New Jersey, U. S. A.

## **"The Quality Coffee of America!"**

## **M. J. B. COFFEE—WHY?**



## **Vacuum Packed in Tins**

Remains Fresh Indefinitely—  
 SUITABLE FOR SHIPMENT TO  
 ANY PART OF THE WORLD.

*First in Flavor—Unsurpassed in Quality  
 and Economy. Every Can Guaranteed.*

## **M. J. Brandenstein & Co.**

655 THIRD STREET

SAN FRANCISCO, CALIF.

## **Metropolitan Laundry Co.**

FOR

**STEAMSHIPS, RAILROADS  
 HOTELS, RESTAURANTS  
 ALSO FAMILY TRADE**

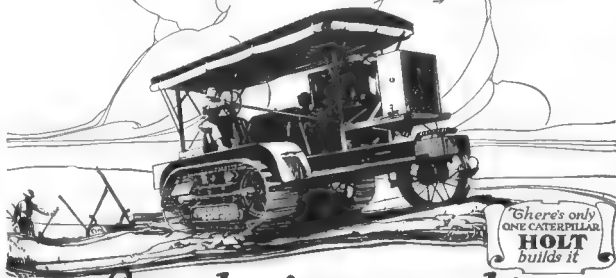
Telephone Market 2170

**We Have a Parcel Post Service for Out-of-Town  
 Customers  
 SAN FRANCISCO**

# The CATERPILLAR

Reg. U.S. Pat. Off.

## TRACTOR



### *—a farm-business machine*

Built into every "Caterpillar" Tractor is a big, sound farming-business principle: lowest cost per working hour.

To the manufacturer this principle demands the construction of the very best, the most efficient machine manufacturing skill can produce—a machine accurate to a hair's breadth in every detail—one that stands up under the heaviest work any tractor can be called upon to perform.

To you this principle means that the "Caterpillar" Tractor will pay back in shortest time every dollar you invest in it. It is a farming-business proposition pure and simple. It enables you to

plow better and more economically; it enables you to cultivate better and more economically; it enables you to harvest better and more economically.

"Caterpillar" Tractor owners all over the world have proved the truth of these statements. The "Caterpillar" Tractor's record in war and in peace is a story of exceptional performance at lowest cost per working hour.

If you are interested in cutting down your farming expenses by modern tractor methods—write today for the story of the "Caterpillar" Tractor so that you can judge for yourself.

## THE HOLT MANUFACTURING COMPANY

San Francisco

STOCKTON, CALIF.

PEORIA, ILL.

Los Angeles

MITSUI &amp; CO., Ltd.

Japan, Formosa, Korea and Manchuria

PACIFIC COMMERCIAL CO.

Philippine Islands

THE DAVIS COMPANY, Ltd.

Singapore and Dutch East Indies



**KUHARA TRADING CO., Ltd.**

(Kuhara Shoji Kaisha, Ltd.)

**IMPORTERS, EXPORTERS,  
MANUFACTURERS' AGENTS,  
SHIPOWNERS & CHARTERERS**Kohl Building  
SAN FRANCISCO**THE DAIRY FARM, ICE &  
COLD STORAGE CO., Ltd.***Dairy Farmers, Poulterers*Importers of Australian Frozen Beef,  
Mutton, Lamb and Fresh ButterManufacturers of  
"CRYSTAL" ICEContractors to  
H. B. M'S. ARMY AND NAVY  
2 Lower Albert Road  
HONGKONG

Telegraphic Address: Milkmaid

**Miyamoto Gomei Kaisha**

HEAD OFFICE:

Shimochoja-Machi, Sanchome  
NAGOYA, JAPANManufacturers and Exporters of  
Printed Piece Goods, Strip Fabrics, Cotton  
Crepes, Japanese Towelings, Upholstery, Dry  
Goods, Pongee Silks, Crepe de Chine, and  
General Goods.Importers of  
Dye Stuffs, Leathers, Chemicals, Fancy Goods,  
Stationery, Tools, Paints, Woolen Piece GoodsCABLE ADDRESS:  
"Miyamoto," NagoyaCODE USED:  
Bentley's Complete Phrase  
"A. B. C." 5th Edition

P. O. Box 852

Telephone 605  
New 2805**Ah Chew Brothers  
Lee Chuck**729 Alakea St., Opp. Gregg Co. Next Door Seamen's  
Institute, near Alakea Wharf  
HONOLULU, T. H.Dealers in  
Dry Goods, Groceries, Fruits and Vegetables of all kinds,  
Guaranteed in Good OrderDelivered to any part of the city free of charge  
Ships' Supplies a Specialty. Deliveries made on short  
notice, day or night**Y. Takakuwa & Co.**

(Limited)

GENERAL AGENTS  
Importers, Exporters and  
Commission MerchantsCable Address: "Takapu," Honolulu  
HONOLULU T. H.**Across the Pacific  
Along the Pathway  
of the Sun**On the Fast, Safe, Comfortable and  
Luxurious Steamers of the  
Toyo Kisen Kaisha

Toyo Kisen Kaisha is the largest steamship company operating between San Francisco, Portland, Japan and the Orient. It maintains fast and frequent service across the Pacific, following the "Pathway of the Sun" along the semi-tropic route. This is one of the most delightful ocean voyages in the world, as it carries the passenger through smooth semi-tropic water and the balmy days and nights which permit of life in the open air on the broad decks nearly every hour of the voyage—a fact to be considered by travelers in selecting the route for their trans-Pacific voyage.

The steamers of this line are of the most advanced types, having been built especially for this service with every device for the safety, comfort and pleasure of passengers. The present fleet of the North American line consists of the following:

S. S. "SHINYO MARU"—Triple screw turbine, 21 knots speed, displacement 22,000 tons.

S. S. "TENYO MARU"—Triple screw turbine, 21 knots speed, displacement 22,000 tons.

S. S. "SIBERIA MARU"—Twin screw, 18 knots speed, displacement 20,000 tons.

S. S. "KOREA MARU"—Twin screw, 18 knots speed, displacement 20,000 tons.

S. S. "PERSIA MARU"—Single screw, 15 knots speed, displacement, 9000 tons.

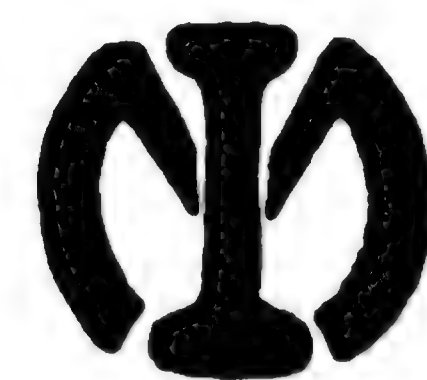
The Tenyo and Shinyo Maru are sister ships of 22,000 tons displacement. They are driven by triple screw turbine engines which account for an utter absence of vibration and can attain a speed of twenty-one knots per hour. These ships are as finely equipped in every detail as the best first-class hotels on shore, and leave nothing to be desired in service or table. The total length of the deck area measures almost a mile, giving ample opportunity for exercise and promenade.

The Korea Maru and Siberia Maru are somewhat smaller than the above mentioned, being of 20,000 tons displacement and are driven by twin screw engines. They were built especially for the trans-Pacific trade and are exceptionally comfortable.

S. S. Persia Maru is of 9,000 tons displacement and is also a popular ship.

Its passenger accommodations are amidships, all rooms being afforded plenty of light and ventilation. All rooms are comfortable.

(Continued on page 65)

**South Manchuria  
Railway****MANCHURIA AND  
CHOSEN LINES**Circular and Overland Trips at Greatly  
Reduced Rates.**Tourist Travel  
Off the Beaten Track**

Tourists in the Far East should not miss Manchuria. Through Japan, Chosen (Korea), and Manchuria (or vice versa) is an ideal trip, combining the distinctive characteristics of three unique and profoundly interesting countries.

The Chosen and Manchurian Lines are under the management of the South Manchuria Railway Company. Express trains have been temporarily suspended (except between Fusan and Seoul), but the Ordinary Trains are equal to most American trains, run at least three times a day from each end, and to some of them Sleeping and Dining Cars are attached.

Hotels under the Company's management are established on foreign lines at Seoul (capital of Chosen), Fusan and Shingishu (the two extremities of Chosen), Kongosan (the famous Diamond Mountain of Korea, rivalling Switzerland in scenery), Mukden (ancient capital of China, home of the Manchu Dynasty, noted for Imperial Palaces and Tombs), Changchun (junction for three railways and "key to Manchuria"), Port Arthur (of world-wide fame for its historic sieges and ruined forts), Dairen (one of the greatest commercial cities in the Orient), and Hoshigaura (the finest seaside resort in North China.)

For pictorial guide-books, pamphlets, and further particulars, apply to the Tourist and Ticket Agencies, or direct to the

South Manchuria Railway Company.

HEAD OFFICE: Dairen.

BRANCH OFFICES: Tokyo, Seoul, Harbin, Kirin, Peking, and Shanghai.

Tel. Add.: "Mantetsu." Codes:  
A.B.C. 5th Ed.; A1; & Lieber's.



# NIPPON YUSEN KAISHA.



## N. Y. K.

operates **NUMEROUS STEAMSHIP LINES**  
to all parts of the globe

with  
**Japan**

as centre

**SUPERB SHIP | SPLENDID SERVICE |**

### BRANCHES & AGENCIES

Yokohama	.....	Nippon Yusen Kaisha
Kobe	.....	Nippon Yusen Kaisha
Shanghai	.....	Nippon Yusen Kaisha
Tientsin	.....	Nippon Yusen Kaisha
Hongkong	.....	Nippon Yusen Kaisha
Manila	.....	Warner, Barnes & Co.
Singapore	.....	Nippon Yusen Kaisha
Calcutta	.....	Nippon Yusen Kaisha
Bombay	.....	Nippon Yusen Kaisha
Sydney	.....	Burns, Philp & Co.
Melbourne	.....	Balgety & Co., Ltd.
Seattle	.....	Nippon Yusen Kaisha
New York	.....	Nippon Yusen Kaisha
London	.....	Nippon Yusen Kaisha
	&c.,	&c., &c.

### PRINCIPAL LINES

European Line	.....	Fortnightly
Australian Line	.....	Monthly
Seattle Line	.....	Every 3 weeks
South American Line	.....	Once every 2 months
New York Line	.....	Every 4 weeks
Bombay Line	.....	Fortnightly
Calcutta Line	.....	Fortnightly
Japan-Java-Calcutta Line	.....	Monthly
Calcutta-New York Line	.....	Monthly
South Sea Islands Line	.....	Semi-monthly
Shanghai Line	.....	3 times a week
North China Line	.....	Every 6 days
	&c.,	&c., &c.

**Head Office, Tokyo, Japan**



# ACROSS THE PACIFIC

(Continued from page 53)

Another passenger and freight service is maintained between Japan and Portland, Oregon, via San Francisco eastbound, and from Portland to the Orient direct westbound, with sailings practically every month.

In addition to these liners a number of freighters are also operated on the North American line, giving a freight service extending from San Francisco to Singapore, by way of Japan, China and Philippine ports.

Another freight service is from Singapore to Havana, Cuba, by way of Japan, China, Honolulu, San Francisco, New Orleans and Havana.

On these lines vessels of the standard 8,800 deadweight ton type are used, which are designed particularly for this trade. These at present are Choyo Maru and Koyo Maru.

## Toyo Kisen Kaisha Trans-Pacific Service to South America

In connection with the trans-Pacific service to North America, Toyo Kisen Kaisha also operates a line of steamers from Hongkong to Valparaiso (South America), via Moji, Kobe, Yokohama, Honolulu, San Francisco, Portland, Ore., San Pedro (Los Angeles), Salina Cruz, Balboa (Ancon), Callao, Arica and Guayaquil. This is the longest regular service in operation by any Japanese steamship line touching American ports.

The steamers on this line are in through round trip service between China and Japan ports and Southern Chile via San Francisco and West coast ports of North and South America. Steamers call at San Pedro on their outward and homeward voyages to the Orient. These steamers are all large and modern and have saloon accommodations.

**S. S. "Anyo Maru"**—The Anyo Maru was built at the Mitsubishi Dockyard and Engine Works, Nagasaki, and has a displacement of 18,500 tons. It is 466 feet in length, 58 feet in breadth, with a depth of 38 feet. The Anyo Maru has accommodations for first, second and third-class passengers.

**S. S. "Kiyo Maru"**—This steamer is of 17,200 tons displacement. It was built in the Mitsubishi Dockyard and Engine Works at Nagasaki. It is 470 feet long, 55 feet beam and 31 feet in depth. There are accommodations for a limited number of first-class passengers and for a large number of second and third-class.

**S. S. "Savo Maru"**—This vessel is 14,900 tons displacement and was built by Russell & Company, Port Glasgow. It has accommodations for first, second and third-class passengers. It is 404 feet in length, with a breadth of 52 feet.

In addition to these, eleven new vessels are now under construction, for delivery before July 1st, 1921. Of these three will be as large as the Anyo Maru but better equipped for both passengers and freight. The eight others will be of the standard 8,800 deadweight ton type, the same as the Choyo Maru and Koyo Maru.

With these steamers in service, the South American line will be the best equipped steamer line in that trade.

# KIRIN BEER

Japan's  
Foremost  
Brew

Obtainable on  
all ships of the  
Toyo Kisen  
Kaisha



SOLE AGENTS  
MEIDI-YA CO., Ltd.

# SUZUKI & CO.

FOUNDED 1877

IMPORT and EXPORT MERCHANTS  
Manufacturers' and Shipowners' Managers

HEAD OFFICE: KOBE, JAPAN

SAN FRANCISCO, 310 Sansome St.  
SEATTLE, - 400 Colman Building  
NEW YORK, - - 220 Broadway  
FORT WORTH, TEX., 507 So. Main St.

## OTHER BRANCH OFFICES:

London	Bombay	Shanghai	Dairen
Fort Worth	Calcutta	Hongkong	Vladivostok
Sydney	Singapore	Tsingtao	Tientsin
Hamburg	Sourabaya	Hankow	

and throughout Japan, Manchuria and Chosen

Correspondents at all the Principal Cities Throughout the World.

**You will like visiting  
Japan for a number of reasons.**

## ***Japanese Government Railways***

Japan is the world's greatest vacationland—a portal to a continent of untold natural resources and great business possibilities—unequaled in her wonderful climate—unique in the evolution of modern history.



Here you will find the East cordially meeting the West and the Old Civilization melting into the New. A social enigma, a political sphinx, an anachronism in one thing or another, to the Western mind, Japan is really as progressive and peace-loving a nation as any that has ever flourished on the face of the earth.

Be your object to seek for health or happiness, profit or pleasure, rest or activity, do not miss visiting Japan: she will never disappoint you. Her scenic beauty will charm you, her special mode of life will interest you, and the character of her people will impress you. Let this year include your trip to Japan!

**Map shows the principal lines of the Imperial Government Railways.**

Imperial Government Railways own a network of 6,200 miles of Thoroughly Equipped Lines, Sleeping and Dining Cars, Frequent Express and Through Trains. English speaking staff on chief Trains and at principal Stations.

**For information and Literature, please apply to Traffic Department, Imperial Government Railways, Tokyo or Offices of the Japan Tourist Bureau, Thos. Cook & Son, etc.**





*Toyo Kisen Kaisha S. S. Shingo Maru Leaving Kobe Harbor*

A LIST OF AGENTS AND REPRESENTATIVES OF

# TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP CO.)  
IMPERIAL JAPANESE AND UNITED STATES MAIL LINE

"THE PATHWAY OF THE SUN"

## From San Francisco and Portland, Ore., to Japan, China, Philippines and the Far East

For Information Regarding Passage and Freight Address any of the Following:

**TOYO KISEN KAISHA** maintains agents in the principal cities of the world, thus enabling travelers to secure definite information regarding rates and sailings at all times. The full list of these representatives is given below, and they will be glad to give any service in their power to those who request their assistance. As these men are all recognized authorities on travel matters, travelers will find it to their advantage to avail themselves of their service and advice whether their plans are for the transpacific journey or for travel in America or any other country in the world.

**TOYO KISEN KAISHA**  
Head Office: Tokyo, Japan  
General Office: Yokohama

San Francisco Office:  
Fourth Floor, Merchants National Bank Building,  
New York Office: 145 Broadway  
Chicago Office: 112 E. Washington

### AGENTS IN THE UNITED STATES, CANADA AND MEXICO

**Akron, Ohio**  
Firstnote Park Trust & Savings Bank.  
C. D. Hancock, Union Passenger Depot.

**Atlanta, Ga.**  
Canard Line, 18 North Forsyth St.  
D. Aubrey, Gen. Agent Southern Pacific Co.,  
519 Hay St.

**Baltimore, Md.**  
Canard Line, 107 E. Baltimore St.  
Am. Express Co., 19 E. Baltimore St.  
W. B. Johnson, Gen. Agent, Southern Pacific Co.,  
402 Hartman Bldg.

**Birmingham, Ala.**  
S. J. Brown, Gen. Agent, Southern Pacific Co.  
8 Woodworth Bldg.

**Boston, Mass.**  
Canard Line, 126 State St.  
Thomas Cook & Son, 318 Washington St.  
Wm. H. Evans S. S. and Tourist Agency, 18 Congress St.  
Raymond & Whitcomb 22 Beacon St.  
Monter's Tour, 245 Washington St.  
Am. Express Co., 43 Franklin St.  
J. H. Glynn, Gen. Agent, Southern Pacific Co.,  
12 Milk St.

Willard Massey, Gen. Agent, Union Pacific Co.,  
207 Old South Bldg.  
S. S. Jobs, D. P. A., Santa Fe, 334 Washington St.  
E. C. Fale, G. A., Western Pacific, 450 Old South  
Bldg.

**Buffalo, New York**  
Am. Express Co., Main and Erie Sts.  
Buffalo Trust Co.  
Cincinnati, Ohio  
American Express Co., 4th and Race Sts.  
F. E. Scott, Gen. Agent, Southern Pacific Co.,  
202 2nd National Bank Bldg.  
W. H. Connor, Gen. Agent, Union Pacific Co.,  
104 Union Central Bldg.  
F. G. Burnett, G. A., Santa Fe, 200 Neave Bldg.

**Chicago, Ill.**  
Toyo Kisen Kaisha, 55 E. Washington St.  
Canard Line, Dearborn and Randolph Sts.  
Thomas Cook & Son, 117 North Dearborn St.  
Raymond & Whitcomb, 112 South Dearborn St.  
Am. Express Co., 21 West Monroe St.  
Frank E. Scott, Ticket Office, Blackstone Hotel.  
C. L. Keith, 179 W. Jackson Boulevard  
C. L. McPaul, Gen. Agent, Southern Pacific Co.,  
43 W. Jackson Blvd.  
Geo. Bierman, G. A. P. D., Union Pacific Co.,  
18 East Washington St.  
J. R. Moriarty, D. P. A., Santa Fe, 179 W. Jackson  
St.  
J. E. Courtney, G. A., Western Pacific, 700 West-  
minster Bldg.

**Cleveland, Ohio**  
Canard Line, Hotel Cleveland, Public Square.  
The Collier-Miller Co., 2833 East Ninth St., Cleve-  
land Trust Bldg.  
Akron, Folkman & Lawrence, 723 Euclid Ave.  
Am. Express Co., 204 E. 9th St.  
Palmater, D. P. A., Santa Fe, 405 Bangor Bldg.  
J. H. Harper, G. A., Western Pacific, Bangor Bldg.

**Denver, Colo.**  
E. D. Whitley, Denver R. S. and Tourist Agency.  
J. B. Davis, Gen. Agt., Southern Pacific Co., Den-  
ver Bldg.  
J. P. Hall, T. P. A., Santa Fe, Union Station.  
W. R. Condit, A. F. A., Union Pacific Co.,  
18th & California.

**Des Moines, Iowa**  
D. M. Shuren, Gen. Agent, Union Pacific Co., 209  
Fifth St.  
R. Larimer, G. A., Santa Fe, 515 Flynn Bldg.

**Detroit, Mich.**  
Canard Line, 25 Washington Boulevard.  
Am. Express Co., 11 Fort St. West.

W. W. Hale, Gen. Agent, Southern Pacific Co.,  
211 Main Bldg.  
A. R. Maloolin, Gen. Agent, Union Pacific Co.,  
11-17 Lafayette Blvd.  
F. P. Henry, Gen. Agent, Santa Fe, Free Press Bldg.  
H. J. Spoelhof, G. A., Western Pacific, 806 C. Bldg.  
M. S. Murphy Co., 300 Murphy Bldg.

**El Paso, Tex.**  
Southwestern S. S. Agency.

**El Centro, Cal.**  
Security Commercial & Savings Bank.

**Fort Worth, Texas**  
E. W. Martindell, G. A., Western Pacific, care of  
F. W. & D. C. R.R.

**Grand Junction, Colo.**  
W. B. Kenney, G. A., Western Pacific.

**Highland Park, Mich.**  
Highland Park State Bank.

**Hot Springs, Ark.**  
Leon Sumastine, Mo. Pac. Ticket Office.

**Kansas City, Mo.**  
L. R. Walsh, 707 Walnut St.  
Vikette Travel Bureau.  
Hotel Newburgh.

**Los Angeles, Cal.**  
American Express Co., 1125 McGee St.  
B. F. Kern, Gen. Agent, Southern Pacific Co.,  
Railway Exchange Bldg.  
J. O. Goodell, A. G. P. A., 705 Walnut St.  
Geo. Hagobush, D. P. A., Santa Fe, 719 Walnut St.  
S. C. Murphy, G. A., Wm. Pac., 117 Roy Arch. Bldg.

**Los Angeles, Cal.**  
S. L. Krivier, Pacific Elbe. Building.  
American Express Co., 752 S. Broadway  
Thomas Cook & Son, Hotel Alexandria.  
D. W. Ferguson, 222 South Broadway.  
Equitable S. S. Agency, 1st and Spring Streets

**Memphis, Tenn.**  
H. D. Wilson, 111 North Main St.  
L. C. Bouchard, Gen. Agent, Southern Pacific Co.,  
Exchange Bldg.

**Minneapolis, Minn.**  
E. G. Clay, Gen. Agent, Union Pacific Co., 221  
Grand Ave.  
American Express Co., 368 Broadway

**Minneapolis, Minn.**  
Canard Line, Metropolitan Life Bldg.  
Nile Niles, 127 N. Third St.  
American Express Co., 619 Marquette.  
E. H. Hawley, Gen. Agent, Union Pacific Co., 125  
South Third St.

**Nashville, Tenn.**  
J. T. Gaffney, Jr., Union Station.

(Continued on page 69)



O. A. Maydwell, President Cable Address: "Maydwell"  
 Codes: Western Union, A. B. C. Fifth Edition  
 A. B. C. Fifth Edition (Improved), Lieber's and Bentley's  
**THE MAYDWELL COMPANY**  
 (INCORPORATED)  
 IMPORTERS AND EXPORTERS  
**IRON & STEEL PRODUCTS**  
 Nuts, Bolts, Ship Rivets, Plates, Sheets, etc.  
 SHELTON BLDG., MARKET AT FIRST STREET  
**SAN FRANCISCO, U. S. A.**  
 Branch Office 73 Madison Street, Seattle, Wash.

Oyster Beds: Shoalwater Bay, Wash.; San Lorenzo, S. F. Bay and Hamlet, Tomales Bay, Cal.  
**WEST COAST OYSTER CO.**  
 PLANTERS AND WHOLESALE DEALERS  
**290-292 TEHAMA STREET**  
 Phone Douglas 1955 San Francisco, Cal.

**MARINE INSURANCE**  
 You Can Insure Your Baggage  
 on Sea and Land  
 Against Fire and Theft and All the  
 Perils of Navigation and  
 Transportation  
**AETNA INSURANCE  
 COMPANY**  
 325 California St., San Francisco  
 Castle & Cooke Ltd., Agts., Honolulu  
 Settling Agents in all parts of the world

TELEPHONE KEARNY 1696  
**T. J. Moynihan & Co.**  
**BOILER  
 WORKS**  
**STATIONARY AND MARINE  
 BOILERS AND OIL TANKS  
 OF ALL KINDS**  
 Built according to draw-  
 ings or specifications  
**MARINE REPAIRING OF EVERY  
 DESCRIPTION and SHEET IRON  
 WORK** executed at the shortest  
 notice on the most reasonable terms  
 W. L. GILL, Manager  
**401 FOLSOM STREET**  
 Southwest Corner Fremont  
 San Francisco

# International Banking Corporation

Capital and Surplus: U. S. \$10,000,000 - Undivided Profits: U. S. \$3,200,000

Owned by The National City Bank of New York

HEAD OFFICE: 60 WALL STREET, NEW YORK

San Francisco Office: 232 Montgomery St.

London Office: 36 Bishopsgate, E. C.

Lyons Office:

27 Place Tolozan

## BRANCHES

CHINA  
 Canton  
 Hankow  
 Harbin  
 Hongkong  
 Peking  
 Shanghai  
 Tientsin  
 Tsingtao

JAPAN  
 Kobe  
 Yokohama

DOMINICAN REPUBLIC  
 Barahona  
 Puerto Plata  
 San Pedro de Macoris  
 Sanchez  
 Santiago  
 Santo Domingo  
 San Francisco de Macoris  
 INDIA  
 Bombay  
 Calcutta  
 Rangoon

JAVA  
 Batavia  
 Sourabaya

PANAMA  
 Colon  
 Panama

PHILIPPINE ISLANDS

Cebu  
 Manila

STRAITS SETTLEMENTS  
 Singapore

## BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK

ARGENTINA  
 Buenos Aires  
 Once (Buenos Aires)  
 Rosario

BELGIUM  
 Antwerp  
 Brussels

BRAZIL  
 Bahia  
 Pernambuco  
 Porto Alegre  
 Rio de Janeiro  
 Santos  
 Sao Paulo

CHILE  
 Santiago  
 Valparaiso

COLOMBIA  
 Barranquilla  
 Bogota  
 Medellin  
 CUBA  
 Havana and 22 other  
 cities in Cuba

ITALY  
 Genoa  
 PERU  
 Lima  
 PORTO RICO  
 Ponce  
 San Juan

RUSSIA  
 Moscow } temporarily  
 Petrograd } discontinued

SOUTH AFRICA  
 Cape Town

SPAIN  
 Barcelona  
 Madrid

TRINIDAD  
 Port of Spain

URUGUAY  
 Montevideo  
 Calle Rondeau (Monte-  
 video)

VENEZUELA  
 Caracas  
 Ciudad Bolivar  
 Maracalbo

# American Trading Company

NEW YORK—SAN FRANCISCO—TACOMA

LONDON—SYDNEY

YOKOHAMA—TOKIO—KOBE—FUSAN—SHANGHAI

BUENOS AIRES—RIO de JANEIRO—HAVANA

MARTINIQUE

EXPORTERS, IMPORTERS AND SHIPPERS OF

## GENERAL MERCHANDISE

The Export World and Herald

Published by

American Trading Company

25 BROAD ST., NEW YORK

ASK US FOR SAMPLE COPY AND ADVERTISING RATES



(Continued from page 67)

**New York, N. Y.**  
Toyo Kisen Kaisha, 165 Broadway.  
The Cunard Line, 21-24 State St.  
Thomas Cook & Son, 561 5th Ave. & 245 Broadway.  
Raymond & Whitcomb, 225 Fifth Ave.  
McCann's Tours, Marbridge Bldg., B'rdw'y at 34th.  
Frank Tourist Co., 489 5th Ave.  
Marster's Tours, 1123 Broadway.  
Gillespie, Kinports and Beard, 59 W. 37th St.  
Frank C. Clark, Times Building.  
Edwin H. Low's Steamship Agency, 1123 Broadway.  
Am. Express Co., 65 Broadway and 118 W. 39th.  
International Sleeping Car Co., 281 5th Ave.  
Bennett's Travel Bureau, 506 5th Ave.  
W. C. Connor, Jr., G. A., Western Pacific, 1102 71 Broadway.

**New Orleans, La.**—F. J. Orfila, 205 St. Charles St.

**Nogales, Ariz.**  
T. G. Wright, care of Southern Pacific Co.

**Oakland, Cal.**  
Crabtree's Travel Office, 1437 Broadway.

**Ogden, Utah**  
Goodman, Thomas Tours Co., 2379 Hudson Ave.

**Omaha, Neb.**—Peters Trust Co.  
H. G. Bock, G. A., Western Pacific Co., 704 W. O. W. Bldg.  
W. E. Bock, C. M. & St. P. Rwy. Co., 407 S. 15th St.

**Philadelphia, Pa.**  
Cunard Line, 1300 Walnut St.  
Thomas Cook & Son, 225 South Broad St.  
Raymond & Whitcomb, 1335 Walnut St.  
Am. Express Co., 1127 Chestnut St.  
Bartlett Tours Company, 200 So. 13th St.  
F. T. Brooks, Gen. Agent, Southern Pacific Co., 1602 Chestnut St.  
F. L. Feakins, Gen. Agent, Union Pacific Co., 8th and Chestnut.  
C. C. Dillard, D. P. A., Santa Fe, 1107 Finance Bldg.

**Pittsburg, Pa.**  
Cunard Line, 712 Smithfield St.  
Am. Express Co., 909 Liberty Ave.  
G. G. Herring, Gen. Agent, Southern Pacific Co., Chamber of Commerce Bldg.  
John D. Carter, Gen. Agent, Union Pacific Co., 5th & Liberty.  
C. H. Beach, D. P. A., Santa Fe, 200 Standard Life Ins. Bldg.  
J. T. Neison, G. A., Western Pacific, 311 Park Bldg.

**Portland, Ore.**  
Oregon Pacific Co., Wilcox Bldg.  
American Express Co., 6th and Oak Sts.  
W. C. McBride, G. A., Western Pacific, 415 Failing Bldg.

**Portland, Me.**—Robt. W. Reford Co., Ltd., 198 Middle St.

**Redlands, Cal.**—First National Bank.

**Riverside, Cal.**—First National Bank.

**San Francisco, Cal.**  
Toyo Kisen Kaisha, 625 Market St.

**Seattle, Wash.**  
Cunard Line, 116 Cherry St.  
American Express Co., 804 3rd Ave.  
W. H. Olin, A. G. F. & P. D., Union Pacific Co.

**Salt Lake, Utah**  
E. A. Shewe, G. A. P. D., Union Pacific Co., 10 South Main St.  
J. L. Scott, G. A., Western Pacific, Clift Bldg.

**San Diego, Cal.**—J. Don. Dunann, care Pacific S. S. Co.

**Spokane, Wash.**  
W. R. Skey, D. F. & P. A., Union Passenger Station

**St. Louis, Mo.**  
Cunard Line, 1135-1137 Olive St.  
Am. Express Co., 9th and Locust St.  
G. T. Collett, Gen. Agent, Southern Pacific Co., 312-N. Sixth St.  
J. L. Carney, Gen. Agent, Union Pacific Co., 611 Olive St.  
E. H. Dallas, D. P. A., Santa Fe, 296 Arcade Bldg.  
J. L. Hohl, G. A., Western Pacific, Pierce Bldg.

**Tacoma, Wash.**  
Wm. Carruthers, D. F. & P. A., Union Pacific Co., 1301 National Realty Bldg.

**Washington, D. C.**  
The Cunard Line, 517 14th St., N. W.  
American Express Co., 1328 F St.

**AGENTS IN CANADA.**

**Halifax, N. S.**  
The Robt. Reford Co., Ltd., Granville & George Sts.

**Montreal, Quebec**  
Am. Express Co., 231 St. James St.  
Thomas Cook & Son, 526 S. Catherine St., W.  
The Robt. Reford Co., Ltd., 20 Hospital St.

**Quebec, Que.**  
The Robt. Reford Co., Ltd., 103 St. Peters St.

**St. John, N. B.**  
The Robt. Reford Co., Ltd.

**Toronto, Ont.**  
Melville, Davis S. S. and Tourist Co., Ltd., cor. Adelaide and Toronto Sts.  
Thomas Cook & Son, 65 Yonge St.  
The Robt. Reford Co., Ltd., 50 King St., East

**Vancouver, B. C.**  
Cunard Line, 622 Hasting St.

**Winnipeg**  
Cunard Line, 270 Main St.

**AGENTS IN THE HAWAIIAN ISLANDS.**

**Honolulu**.....Toyo Kisen Kaisha, Alexander Young Building.

**Hilo**.....C. Brewer & Co.

**AGENTS IN CUBA**

**Havana**.....R. Dussaq & Co.  
**Santiago**.....Desiderio Parreno  
**Cienfuegos**.....Cardona & Co.

**AGENTS IN MEXICO, CENTRAL AND SOUTH AMERICA**

**City of Mexico**.....Kato & Co.  
**Salina Cruz, Mex.**.....G. Galicia, Tehuantepec Nat'l Ry. Co.  
**Balboa, Panama**.....Panama Agencies Co.

**Mollendo, Peru**.....Mollendo Agency Co.  
**Montevideo, Argentine**.....American Express Co.  
**Buenos Aires, Argentine**.....American Express Co.  
**Lima, Peru**.....W. R. Grace & Co.  
**Callao, Peru**.....W. R. Grace & Co.  
**Arica, Chile**.....Arica Agencies.  
**Iquique, Chile**.....Nitrate Agencies.  
**Valparaiso, Chile**.....W. R. Grace & Co.  
American Express Co.

**AGENTS IN EUROPE.**

**London, Eng.**.....Cunard S. S. Co.  
Am. Express Co., 8 Haymarket, S. W. 1  
Thos. Cook & Sons, Ludgate Circus

**Liverpool, Eng.**.....Cunard S. S. Co.

**Amsterdam, Holland**, Hoyman & Schurman Booking Agency.

**AGENTS IN SOUTH AFRICA.**

**Johannesburg**.....Parry, Leon & Hayhoe, Ltd.  
**Walvisch Bay**.....Parry, Leon & Hayhoe (C. T.), Ltd.  
**Luderitz**.....Parry, Leon & Hayhoe (C. T.), Ltd.  
**Cape Town**.....Parry, Leon & Hayhoe (C. T.), Ltd.  
**Port Elizabeth**.....Parry, Leon & Hayhoe, Ltd.  
**East London**.....Parry, Leon & Hayhoe, Ltd.  
**Durban**.....Parry, Leon & Hayhoe, Ltd.

**AGENTS IN AUSTRALIA.**

**Adelaide**.....Burns, Philp & Co., Ltd.  
Mellwraith, MacEacharn & Co., Proprietary, Ltd.

**Brisbane**.....Burns, Philp & Co., Ltd.

**Melbourne**.....Thomas Cook & Son.  
Burns, Philp & Co., Ltd.  
Mellwraith, MacEacharn & Co., Proprietary, Ltd.

**Sydney**.....Thomas Cook & Son.  
Burns, Philp & Co., Ltd.

**AGENTS IN THE ORIENT.**

**Amoy**.....Douglas, Laorak & Co.  
**Bangkok**.....Anglo Siam Corporation  
**Batavia**.....The Borneo Co., Ltd.  
Francis Peek & Co.  
**Bombay**.....Thomas Cook & Son.  
Cox's Shipping Agency, Ltd.  
Grindlay & Co.  
**Calcutta**.....Thomas Cook & Son.  
Jardine, Skinner & Co.  
Grindlay & Co., Balmer Lawrie & Co.  
**Canton**.....T. E. Griffith.  
**Chefoo**.....Cornabe, Eckford & Co.  
**Chemulpo**.....Bennett & Co.  
**Colombo**.....Thomas Cook & Son.  
Delmege, Reid & Co.  
**Dairen**.....Cornabe, Eckford & Co.  
**Delhi**.....Thomas Cook & Son.  
**Foo Chow**.....Bathgate & Co.  
**Fusan**.....Holme, Ringer & Co.  
**Hankow**.....Westphal, King & Ramsay, Ltd.  
**Harbin**.....International Sleeping Car Co.  
**Hong Kong**.....Toyo Kisen Kaisha.  
**Karachi**.....Forbes, Forbes, Campbell & Co.  
**Keelung, Formosa**.....Tait & Co.  
**Kobe**.....Toyo Kisen Kaisha.  
**Macao**.....De Souza & Co.  
**Maccassar**.....Francis Peek & Co.  
**Madras**.....Walker & Co.  
**Manila**.....Toyo Kisen Kaisha.  
**Masampo**.....Holme, Ringer & Co.  
**Medan**.....Francis Peek & Co.  
**Moji**.....Mitsui Bussan Kaisha.  
**Nagasaki**.....Holme, Ringer & Co.  
**Newchang**.....A. Van Ness & Co.  
**Peking**.....Francis Peek & Co.  
Thos. Cook & Son.  
International Sleeping Car Co.  
**Penang**.....Sandilands, Buttery & Co.  
McAlister & Co., Ltd.  
**Rangoon**.....Thomas Cook & Son.  
**Saigon**.....W. V. G. Hale & Co.  
**Samarang**.....Burns, Philp & Co.  
Francis Peek & Co.  
**Seoul**.....L. Rondon & Co.  
**Shanghai**.....Toyo Kisen Kaisha.  
**Shimidzu**.....Amano Kaisoten.  
**Singapore**.....McAlister & Co., Ltd.  
**Sourabaya**.....Burns, Philp & Co., Ltd.  
Francis Peek & Co.  
**Swatow**.....Bradley & Co.  
**Taigtau**.....Cornabe, Eckford & Co.  
**Tientsin**.....Liddell Bros. & Co.  
International Sleeping Car Co.  
**Vladivostok**.....Mitsui Bussan Kaisha, Ltd.  
International Sleeping Car Co.  
**Yokohama**.....Toyo Kisen Kaisha.

NOTE.—All offices of the principal railways in the United States; also all the offices of Cunard S. S., Messrs. Thomas Cook & Son, the American Express Co., and International Sleeping Car Co., in all parts of the world, will quote rates and furnish tickets.

**FOR INFORMATION REGARDING FREIGHT RATES, SPACE AND RESERVATIONS APPLY TO NEW YORK:**

Toyo Kisen Kaisha, 165 Broadway.  
Davies, Turner & Co., 39 Pearl St.  
**Boston**:  
Davies, Turner & Co., 104 High St.  
**Philadelphia**:  
Davies, Turner & Co., 316 Walnut St.  
**Chicago**:  
Toyo Kisen Kaisha, 58 E. Washington St.  
Davies, Turner & Co., 111 West Monroe St.  
**Cleveland**:  
Davies, Turner & Co., 408 American Trust Bldg.  
**Detroit, Mich.**:  
Davies, Turner & Co., 300 Free Press Bldg.  
**St. Louis**:  
Davies, Turner & Co., 1436 North Broadway.

**PANAMA AGENCIES COMPANY****EXPORTERS - IMPORTERS STEAMSHIP AGENTS****COLON—PANAMA BALBOA**

POST OFFICE ADDRESS:

**ANCON, C. Z.**

Cable Address: "PANACO"

Agents in the Canal Zone and Republic of Panama for

**TOYO KISEN KAISHA (ORIENTAL STEAMSHIP CO.)**

Telephone No. 685

No. 147 Connaught Road, West Hong Kong

**AH PONG****House and Sign Painter**

Gilding, Polishing, Graining and Scraping, Building Contractor Carpenter and Caulker

**Indo-China Steam Navigation Co. Limited**

Shanghai, Weihaiwei, Chefoo and Tientsin Line—Every Three Days

Shanghai, Swatow, Hong Kong and Canton Line—Every Five Days

The Steamers of this Company Offer Superior Passenger Accommodation and are fitted throughout with electric light.

Calcutta, Hong Kong, Shanghai and Japan Line—Every Ten Days

These Steamers maintain a Regular Service between Calcutta and Kobe, calling at Penang, Singapore and Hong Kong en route, in addition to Moji when Westward bound.

A Weekly Service is maintained between Hong Kong and Manila by the S. S. Yuensang and Loongsang, leaving each Port on Friday Afternoon.

**Jardine Matheson & Co. Limited**

General Managers at Hong Kong





## THE BANK OF CHOSEN

Capital (Subscribed) Yen 40,000,000

Capital (Paid up) Yen 25,000,000

Governor: - S. Mirube, Esq.  
Deputy Governor: T. Kato, Esq.

### Directors:

T. Mishima, Esq. Y. Kimura, Esq.  
S. Ohta, Esq. S. Katayama, Esq.

### HEAD OFFICE:

SEOUL, CHOSEN, (Korea)

### BRANCHES:

Japan Proper:

Tokyo Osaka Kobe

### Korea:

Chemulpo Pyeongyang Fusan Wonsan  
Taiko and 5 other points

### Manchuria:

Antung Mukden Dairen Newchang  
Changchun Harbin  
and 10 other points

### China:

Tsingtau Shanghai Tientsin Tainan

### Vladivostok:

Matsuda Bank (affiliated bank)

### Principal Foreign Correspondence

London: London Joint City and Midland  
Bank, Ltd.; Guaranty Trust Com-  
pany of New York.

Paris: Banque Française pour le Com-  
merce et l'Industrie; Guaranty Trust  
Company of New York.

Lyon: Credit Lyonnais.

New York: Guaranty Trust Company of  
New York; Equitable Trust Com-  
pany of New York; National Bank of  
Commerce in New York; National  
City Bank of New York; Irving  
National Bank.

San Francisco: Wells Fargo Nevada  
National Bank; Canadian Bank of  
Commerce (also Seattle, Vancouver).

## HONGKONG & WHAMPOA DOCK CO. LIMITED

TELEGRAPHIC ADDRESS:  
"MANIFESTO" HONGKONG

HONGKONG

Codes Read: At: A & C, Fifth Edition:  
Engineering, First and Second Editions;  
Western Union and Marconi

**Dock Owners, Ship Builders**  
**Marine and Land Engineers** **Boiler Makers**  
**Iron and Brass Founders** **Forge Masters, Electricians**



### ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIRS

Makers up-to-date plant operated by our own specially trained workmen under EXPERT-ENGINEER supervision  
Please Address Enquiries to the Chief Manager, R. M. DYER, B. Sc., M. I. N. A.  
Kowloon Docks, Hongkong

HEAD OFFICE: KOWLOON  
Telephone No. 13 K

TOWN OFFICE: QUEEN'S BUILDING  
Telephone No. 20 Hongkong

## The Taikoo Dockyard and Engineering Company of HONGKONG, Limited

Works and General Offices: QUARRY BAY, HONGKONG

General Managers: JOHN SWIRE & SONS, Ltd., 8 Billiter Square, London

Agents in Hongkong, China and Japan: BUTTERFIELD & SWIRE  
(John Swire & Sons, Ltd.)

Telegrams: TEMSELOAF, London. TAIKOOKDOCK, Hongkong

**Engineers**  
**Boiler Makers**  
**Repairs**

*Builders  
of all types of  
Passenger  
and Cargo  
Steamers*



**DRY DOCK**  
787 x 88 Feet  
Depth: 34½ Feet

**SLIPWAYS**  
Capable of Taking  
Steamers up to:  
No. 1, 2700 Tons  
No. 2, 2000 Tons  
No. 3, 2000 Tons

**The Building Yard is Laid Out With Furnaces and Plant Fitted  
for Building Vessels up to 20,000 Tons**



VIEW of the ASANO SHIPBUILDING PLANT at Tsurumi,  
near Yokohama, showing part of the 12 BUILDING  
BERTHS and 2 LARGE DOCKS.



## ASANO SHIPBUILDING CO., Limited

SOICHIRO ASANO, President

LOCATION OF WORKS, TSURUMI near YOKOHAMA

Comprising Ground Area of About 240 Acres, with a Large Fitting Out Basin and Shops and Buildings  
Occupying More Than 40,000 Square Yards

**12 BUILDING BERTHS**

**2 LARGE DOCKS UNDER CONSTRUCTION**

ELECTRICALLY EQUIPPED YARDS, SHOPS and DOCKS WITH EVERY FACILITY FOR HANDLING HEAVIEST MATERIAL  
and RAPIDLY DISTRIBUTING SAME

ALL SHOPS EQUIPPED WITH THE MOST MODERN MACHINERY, NEARLY ALL OF JAPANESE MAKE  
EQUIPMENT CAPABLE OF HANDLING AND CONSTRUCTING VESSELS UP TO 11,000 GROSS TONS, WITH AN ANNUAL CAPACITY OF  
10,000 DEADWEIGHT TONS

**CORRESPONDENCE SOLICITED**

**HEAD OFFICE: TOKYO**

Cable Address: "ASANOZOSEN"

Codes Used: A. B. C. 5th, Bentley's & Scotts

## CUNARD LINE



FIREPLACE  
IN  
PALLADIAN LOUNGE



RMS "AQUITANIA"

Passenger and Freight Services

New York—Cherbourg— Southampton	New York—Glasgow New York—Mediterranean	Baltimore—Bristol Halifax—Southampton
New York—Liverpool	Boston—Liverpool	Halifax—Liverpool
New York—London	Boston—London	Halifax—London
New York—Bristol	Philadelphia—Liverpool	Portland, Me.—London
New York—Antwerp	Philadelphia—London	Portland, Me.—Bristol
New York—Rotterdam	Philadelphia—Bristol	America—Levant

21-24 STATE STREET, NEW YORK

135 State Street..... BOSTON	215 N. 10th Street..... ST. LOUIS
107 E. Baltimore Street..... BALTIMORE	501 Market Street..... SAN FRANCISCO
140 N. Dearborn Street..... CHICAGO	517 14th Street..... WASHINGTON, D. C.
Third St. and Second Ave. So. .... MINNEAPOLIS	116 Cherry Street..... SEATTLE
55 N. Forayth Street..... ATLANTA	103 St. Peter's Street..... QUEBEC, QUE.
1300 Walnut Street..... PHILADELPHIA	Granville & George Sts. .... HALIFAX, N. S.
712 Smithfield Street..... PITTSBURGH	50 King St., East..... TORONTO, ONT.
128 Middle Street..... PORTLAND, ME.	622 Hastings Street West..... VANCOUVER
205 St. Charles Street..... NEW ORLEANS	270 Main Street..... WINNIPEG
Hotel Cleveland, Public Sq. .... CLEVELAND	11 Hospital Street..... MONTREAL





# PACIFIC MAIL

## STEAMSHIP CO.

Under American Flag

ESTABLISHED 1848  
PASSENGERS  
AND FREIGHT

### The right way to go

For a half century the Pacific Mail Steamship Company has been carrying freight and passengers to the Orient. Today its ships, American owned and manned, reach every important port in the Orient and Far East. The Pacific Mail's seventy-three years of experience in making people comfortable are reflected in the arrangement of its present day ships and the excellence of its cuisine.

No matter whichever bound—the Orient, Far East or Panama—veteran travelers agree the Pacific Mail is the right way to go.

### "The Sunshine Belt to the Orient"

#### TRANS-PACIFIC SERVICE

San Francisco to Honolulu, Yokohama, Kobe, Shanghai, Manila and Hongkong

Sailings every 28 days by *S.S. Ecuador*, *S.S. Venezuela* and *S.S. Colombia*

#### MANILA-EAST INDIA SERVICE

San Francisco direct to India, calling at Honolulu, Manila, Saigon, Singapore, Colombo and Calcutta

Sailings bi-monthly by *S.S. Calcutta* and *S.S. Santa Cruz*

#### PANAMA SERVICE

San Francisco, Los Angeles to Mexico, Guatemala, Salvador, Honduras, Nicaragua, Costa Rica and Canal Zone

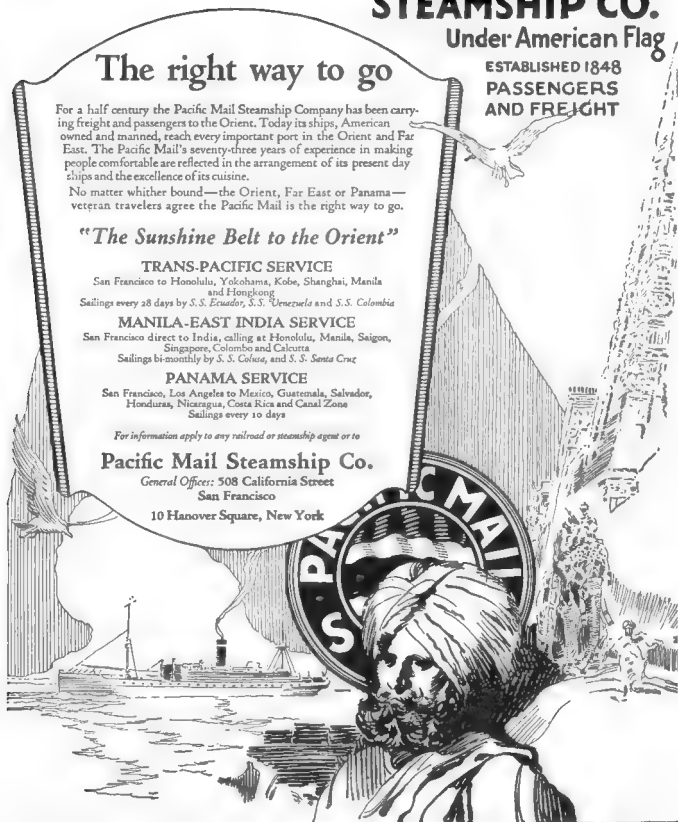
Sailings every 10 days

For information apply to any railroad or steamship agent or to

### Pacific Mail Steamship Co.

General Offices: 508 California Street  
San Francisco

10 Hanover Square, New York



SERVICES  
San Francisco  
to the  
Orient  
and  
South  
America

## TOYO KISEN KAISHA

(Imperial Japanese and U. S. mail line)

Along the pathway of the sun from

**SAN FRANCISCO and PORTLAND to  
JAPAN, CHINA, PHILIPPINES  
and Far East**

Fast and frequent freight and passenger services

### NORTH AMERICAN LINE

S. S. Peris Maru, 5,000 tons, 15 knots, sails January 8th  
S. S. Anyo Maru via Portland, 13,000 tons, 15 knots sails  
January 18th  
S. S. Korea Maru, 20,000 tons, 12 knots, sails January 26th  
S. S. Siberia Maru, 20,000 tons, 10 knots, sails February 8th

### SOUTH AMERICAN LINE

Between China, Japan, Honolulu, San Francisco, west  
coast ports of Mexico, Central and South America to Val-  
paraiso, Chili. Passengers and freight by

S. S. Kiyo Maru, sails February 21st

San Francisco office, 625 Market St. Phone Sutter 2908  
New York, 150 Broadway. Chicago, 50 N. Washington St.



LIBRARY  
OHIO STATE  
UNIVERSITY

J  
A  
P  
A  
N

DO 201\*  
J3  
v.10



Steam Ship Ticket Dept.  
**THE UNION TRUST COMPANY**  
120 East Market St., Indianapolis, Ind.

日本



## TO THE END OF THE TRAIL

Our Foreign Department directly connects American enterprise with the world's routes of trade—reaches to the ends of the most remote business trails.

*Anglo service* meets the every requirement of International Commerce.

### OFFICERS

HERBERT FLEISHHACKER  
PRESIDENT  
MORTIMER FLEISHHACKER  
VICE-PRESIDENT  
J. FRIEDLANDER  
VICE-PRESIDENT  
C. F. HUNT  
VICE-PRESIDENT  
HARRY COE  
VICE-PRESIDENT  
W. E. WILCOX  
VICE-PRESIDENT AND CASHIER

J. W. LILIENTHAL, JR.  
VICE-PRESIDENT  
FRED F. OUER  
ASSISTANT VICE-PRESIDENT  
V. KLINKER  
ASSISTANT VICE-PRESIDENT  
J. S. CURRAN  
ASSISTANT VICE-PRESIDENT  
J. W. HARRISON  
ASSISTANT VICE-PRESIDENT  
E. R. ALEXANDER  
ASSISTANT VICE-PRESIDENT

JOHN GAYLE ANDERTON  
ASSISTANT CASHIER & SEC.  
GEO. A. VAN SMITH  
ASSISTANT CASHIER  
EUGENE PLUNKETT  
ASSISTANT CASHIER  
L. J. AUBERT  
ASSISTANT CASHIER  
F. J. HOAGLAND  
ASSISTANT CASHIER  
V. R. PENTECOST  
ASSISTANT CASHIER

### DIRECTORS

ROBERT DOLLAR  
PRESIDENT DOLLAR STEAMSHIP CO.  
K. R. KINGSBURY  
PRESIDENT STANDARD OIL CO. OF CALIFORNIA  
CHAS. C. MOORE  
PRESIDENT CHAS. C. MOORE & CO.  
M. FLEISHHACKER  
PRESIDENT GREAT WESTERN POWER CO.  
EDWIN A. CHRISTENSON  
SHIPPING AND LUMBER  
R. D. ROBBINS, JR.  
PRESIDENT BANK OF SUISUN  
ADOLFO STAHL  
EXPORTER AND IMPORTER

HERBERT FLEISHHACKER  
PRESIDENT  
WM. F. HUMPHREY  
ATTORNEY  
JOHN D. SPRECKELS  
PRESIDENT J. D. SPRECKELS & BROS. CO.  
SIG. STERN  
LEVI STRAUSS & CO.  
J. R. HANIFY  
SHIPPING AND LUMBER  
A. W. FOSTER  
CAPITALIST

J. J. MACK  
CAPITALIST  
J. C. MCKINSTRY  
ATTORNEY  
C. F. HUNT  
VICE-PRESIDENT  
M. MEYERFELD, JR.  
CAPITALIST  
WALTER E. BUCK  
CAPITALIST  
W. E. WILCOX  
VICE-PRESIDENT AND CASHIER

RESOURCES OVER ONE HUNDRED MILLION DOLLARS

**The Anglo & London Paris National Bank  
OF SAN FRANCISCO**



## Classified Directory of Leading Business Firms

<b>Agricultural Tractors</b>	PAGE
Holt Mfg. Co. (Caterpillar).....	72
<b>Air Flights</b>	
Walter T. Varney.....	61
<b>Automobiles</b>	
Harold L. Arnold.....	57
Don Lee.....	56
<b>Banks</b>	
Anglo & London Paris Nat'l Bank	
Bank of Italy.....	53
International Banking Corporation.....	96
Ladd & Tilton Bank.....	49
Bank of Chemnitz.....	61
<b>Boilers</b>	
T. J. Moynihan & Co.....	68
<b>Coal</b>	
King Coal Co.....	3
<b>Cigars</b>	
Michalichko Bros. & Co.....	69
<b>Coffee</b>	
Caswell's Coffee.....	76
M. J. Brandenstein & Co.....	58
<b>Dock Yards and Shipbuilding</b>	
Hongkong & Whampoa Dock Co.....	67
The Taiako Dockyard & Eng. Co.....	67
<b>Druggists</b>	
Langley & Michaels.....	66
<b>Furs</b>	
I. Maglin & Co.....	63
<b>Florists</b>	
Podesta & Baldocchi.....	45
<b>Freight Forwarders and Shippers</b>	
Davies, Turner & Co.....	66
Mattoon & Co.....	69
Oregon Pacific Co.....	69
<b>Gold Bulbs and Clubs</b>	
St. Mungo Mfg. Co.....	56
<b>Hardware</b>	
Larsen & Co.....	70
Marshall-Newell Supply Co.....	69
<b>House Furnishings</b>	
W. & J. Sloane.....	55
<b>Hops, Malt, Beer</b>	
Geo. Hermann Co.....	69
E. Clemens Horst.....	70
Kirin Beer.....	70
<b>Hotels</b>	
Alexandria, Los Angeles.....	47
Ambassador Hotel, Atlantic City.....	47
Ambassador, Los Angeles.....	47
Ambassador Hotel, New York.....	47
Athenia, New York.....	51
Bellevue-Stratford, Philadelphia.....	54
Biltmore Hotel, New York, N. Y.....	56
Baldwin Hotel, New York, N. Y.....	56
Clark Hotel, Los Angeles, Cal.....	54
Clarendon Hotel, New York.....	54
Cliff Hotel, San Francisco.....	41
Commodore Hotel, New York, N. Y.....	3
Del Monte Hotel, Del Monte, Cal.....	3
Drinker Hotel, Chicago.....	36
Hongkong Hotel, Hongkong, China.....	52
Hotel Cleveland, Cleveland.....	52
Japan Hotel Association.....	52
Martinsburg Hotel, New York.....	54
McAlpin Hotel, New York.....	54
Murray Hill Hotel, New York, N. Y.....	54
Oakland Hotel.....	48
Oriental Hotel, Kobe, Japan.....	48
Palace Hotel, San Francisco.....	42
Flank Hotel, San Francisco.....	41
Roslyn Hotel, Los Angeles.....	52
St. Francis Hotel, San Francisco, Cal.....	54
Stewart Hotel, San Francisco, Cal.....	54
Waldorf-Astoria Hotel, New York.....	54
Woodstock Hotel, New York.....	54
<b>Iron and Steel</b>	
T. J. Moynihan & Co.....	68



Volume X

Number 13

OCTOBER - - 1921

(Published on September 1st, 1921)

Price, 15 Cents Per Copy. \$1.50 Per Year.

## CONTENTS

COVER DESIGN—The Pheasant—By Chiura.	PAGE
Frontispiece—Young Chrysanthemum Fanclers.....	4
Kiku-zeki (Poem).....	5
By James King Steele	
Japanese Collectors and What They Collect.....	6
By Professor Frederick Starr, H. S.	
The Question of Dual Citizenship.....	12
By K. K. Kawakami	
Art Section—Life on the Streets.....	14
On Board and Ashore.....	22
Sketched by Ruth Armer	
Dalren Days.....	23
By James K. Stone	
Editorial.....	32
Japanese Folk Stories.....	33
By Serena Jerrens	
Told About the Travelers.....	36
The Fall's Newest Modes.....	40
Across the Pacific.....	60
Trans-Pacific Sailing Schedules.....	62
Toyo Kisen Kaisha Representatives and Agents.....	64

This magazine is distributed through tourist and ticket agencies in the United States, Honolulu, Japan, China, India, Australia, the Philippines and other countries. In addition it is circulated on steamers of the Toyo Kisen Kaisha and other S. S. lines, and mailed to exporters and importers of America and the Orient and in response to inquiries for rates, schedules and other information. "Japan" reaches a select class of prospective tourists and travelers, travel information bureau, hotels, importers, exporters, shippers, consignees, etc. The monthly circulation of "Japan" is guaranteed by the Toyo Kisen Kaisha.

Copyright 1921, by JAMES E. WONG &amp; SONS

Advertising rates will be furnished upon application.  
CONTRIBUTORS—Travelers are invited to send to the Editor photographs, stories or items of interest regarding the steamers or the territories reached by the Toyo Kisen Kaisha. Due credit will be given the author or the artist for all matter used.

<b>Insurance</b>	
Delta Insurance Co.....	60
W. S. Alexander.....	60
Johnson & Higgins.....	60
<b>Importers and Exporters—In America</b>	
American Trading Co.....	68
E. Clemens Horst Co.....	69
Langley & Michaels.....	59
A. N. Nelson & Co.....	69
Tanaka Agencies Co.....	60
Pacific Orient Co.....	60
<b>Laundry</b>	
Metropolitan Laundry Co.....	58
<b>Laundry Machinery</b>	
Troy Laundry Machinery Co.....	53
<b>Leather</b>	
H. N. Cook Baling Co.....	70
Kullman, Sals & Co.....	60
<b>Medical Instruments</b>	
Byron Maury (Piano).....	69
<b>Oriental Stores</b>	
The Japanese Bazaar.....	70
<b>Paints and Painting</b>	
Ah Pong.....	69
<b>Printing</b>	
A. Carlisle & Co.....	60
<b>Provisions—Ship Supplies</b>	
Bayle, Lacombe & Co.....	60
Ah Chai Bros.....	60
W. S. Cluff & Co.....	60
J. Doornans & Co.....	60
Ed. Farm Co., Ltd.....	60
Chao T. Greeting & Co.....	60
Honolulu Dairyman's Association.....	60
O'Brien, Spokorno & Mitchell.....	60
A. Palsdini.....	60
Schwartz & Co., Inc.....	60
Consolidated Oyster Co.....	60
Yamashita Co.....	70
<b>Publications</b>	
Los of Circumnavigators' Club.....	68
Tyrry's Guide in Japan.....	60
<b>Restaurants</b>	
Golden Pheasant.....	45
Shinratte.....	70
<b>Sailing Schedules</b>	
On Pacific.....	61-63
<b>Silverware</b>	
International Silver Co.....	52
<b>Steamship Companies</b>	
Cunard Line.....	Inside Back Cover
Indo-China Steam Nav. Co.....	70
Toyo Kisen Kaisha.....	Back Cover
Nippon Yusen Kaisha.....	71
<b>Steamship Agents</b>	
Toyo Kisen Kaisha.....	64
Foreign Steamship Agency.....	56
Thos. Cook & Son.....	40
American Express Co.....	48
Oregon-Pacific Co.....	65
<b>Stencils</b>	
McCabe, Hamilton & Renny Co.....	70
<b>Tractors</b>	
Holt Mfg. Co. (Caterpillar).....	72
<b>Tourist Agents</b>	
American Express Co.....	48
Thos. Cook & Son.....	52
Japan Hotel Association.....	66
<b>Women's Apparel</b>	
I. Maglin & Co.....	63



TOYO  
KISEN KAISHA  
S.S.

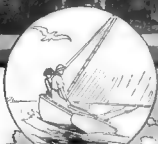
KOREA MARU

TAKING  
KING COAL  
FOR BUNKERS  
AT  
SAN FRANCISCO  
*furnished  
by*  
KING COAL CO.

**KING COAL COMPANY**

EXCHANGE BLDG. 369 PINE STREET  
SAN FRANCISCO





# Hotel Del Monte California

**A place where it is summer  
all the year—**

not the hot summer of the tropics, nor the high temperature of the Mid-West, nor yet the smiriness of the East—but the delightful cool summer of California's Coast.

***There is no Place Like Del Monte***

Del Monte is the ideal place in which to spend a few days before sailing or after returning from abroad. It offers every facility for out door sport.

ONLY 4 HOURS BY TRAIN FROM SAN FRANCISCO. 125 MILES  
OVER FINEST MOTOR ROAD IN THE WORLD

**American Plan Only—Super Excellent Table**

Wire or wireless reservations at our expense

**Carl S. Stanley**  
MANAGER

Below: The Lodge at Pebble Beach facing the Sea





*These two charming children are admiring some of nature's most wonderful blooms at one of Tokyo's exhibits. There are none too young or old to enjoy these gorgeous exhibitions.*





## KIKU-ZEKI

### *The Autumn Festival of Chrysanthemums*

*Comes now, the glowing evening of the year,  
When hills and fields are tinged a russet brown,  
When golden fruit still clings to naked trees, before the doors of humble homes;  
And chestnuts, bursting prickly burrs, presage the coming of the cold  
And dreary days of winter time.*

*This is the season of chrysanthemum—  
The lovely festival of the golden flower,  
When dainty Ki-ku, floral queen, leads the gorgeous pageant of the fall.  
No house too proud to honor her and none so mean but homage gives,  
This stately flower, symbolic of Japan.*

*Chrysanthemums,—nursed by gardener's art  
From simple single-petalled bud  
To such great beauty, that a royal court gave it vasi honor in Cathay:  
Its very seeds so precious, they were deemed a worthy gift to Nippon's throne  
From the Land of Morning Calm.*

*To view its splendor, centuries ago  
An Emperor called his Court and liege,  
And wrote a verse, extolling Ki-ku's charm—whereby he set a fashion in Japan  
That has continued down the years—until today each autumn shows  
More gorgeous colors and lovelier shapes.*

*Transient the glory of these living flowers,  
Gladdening us briefly with radiant hues,  
In chaste designs, on things in common use, of wood, of metal, fabric, stone,  
By art and craft, their message is preserved, an uplifting factor in the nation's life  
From palace grand to lowly hut.*

JAMES KING STEELE.



A meeting of the "Old Babies," one of the most celebrated collectors' societies in Japan.

## Japanese Collectors and What They Collect

By FREDERICK STARR, H. S.  
Professor of Anthropology, University of Chicago.



AN unexpected message from Professor Tsuboi: "It would be very convenient for you to see the exhibition of Japanese toys at Marquis Tokugawa's. I will go with you." Knowing that the Professor was the "adviser" of the Marquis in his scientific interests, we accepted the invitation as official and were soon on the way. The Marquis is the head of one of the three divisions of the famous old family which for more than two hundred years furnished the actual rulers of Japan, the Tokugawa Shoguns, beginning with Iyeyasu about the year 1600 and ending with the restoration of the Mikado to actual power in 1868. He is a man of taste and public spirit. He maintains a great library, semi-public, on his splendid grounds and it was in this library building that the exhibition was being held and that we were received. A crowd of guests was present, but companions of his adviser demanded personal attention and we were shown distinguished courtesy. Taken into a private tea-room, four of us—the Marquis, his secretary, Professor Tsuboi and myself—took tea and ate dainty cakes bearing the famous *mon* or crest of the Tokugawa family. As we chatted together the Marquis suddenly cried, "Gentlemen! What a curious thing; here we are four gentlemen together, and the only one in Japanese dress is the foreigner!" Apparently the fact struck home; I have several times since had occasion to visit the Marquis; I am always kept waiting a few minutes, but when he appears he, too, is in Japanese dress. But to the exhibition. It was really interesting. It filled various cases and covered several tables. There were dolls and tops and kites; there were the old traditional toys from out-of-the-way towns, toys known throughout Japan for quaintness or crudeness; there were modern toys, showing foreign influence; there were scientific toys, devised by Professor Tsuboi, for the combination of amusement and instruction—combination oft attempted but usually a dismal failure. Science and pedagogy underlay the exhibition; addresses on the signifi-

cance of play and the pedagogical value of toys were to be given; many teachers were among the guests. One most interesting feature was the great horizontal map of Japan showing the geographical distribution of toys; it was done by placing specimens upon the appropriate districts. Here one could see the homes of the quaint "traditionals"; still more interesting, one could trace the local variations of one and another widely spread type. Thus, a pottery whistle in the shape of a dove occurs almost everywhere in Japan; but the dove-whistles of different places vary interestingly in size and form and color and grade of workmanship and quality as whistles.

• • • • •

The Marquis and his toys are typical of a certain high class of collectors. There are many such. They have means, they have taste, they have good advisers. They go in for all sorts of things. Their collections range from veritable museums to a few choice and beautiful things, often family heirlooms, which no money can buy. Mr. Okura's collection is famous. It comprises all the choice things of Japanese art—paintings, ceramics, wood-carving, lacquer, metalwork; in number, beauty and value of the objects, it outranks many a famous public museum. At the outbreak of the Japanese-Russian war, he was minded to sell it, in order to turn the proceeds into the national war-chest. It required strong, friendly influences to prevent his doing so. It is permanently displayed in a series of rooms; it is in no sense public and pay-guests would not be welcome. But it is gladly opened to such visitors as are recommended as competent to appreciate and enjoy it. We have said that his collection covers a wide range of objects. Most wealthy collectors in Japan have some speciality—this one collects strange objects, another mirrors, another choice lacquer; hundreds collect swords or *tsuba* (sword-guards), or the other delicate and beautiful adornments of metalwork that accompany and form parts of swords; armor is a favorite



Dr. Frederick Starr, noted anthropologist of the University of Chicago, who is an authority on Japanese customs and history. It is his custom, on his annual visits to that country, to wear Japanese dress exclusively.





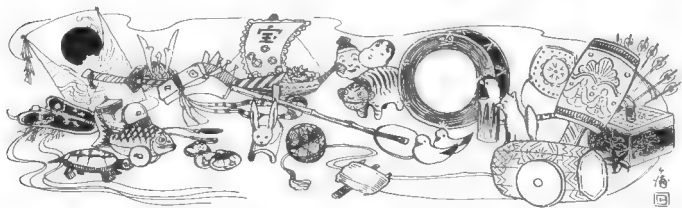
Part of a collection of dolls, a favorite subject in Japan.

subject for collectors—and fine ceramics, tea ceremonial outfits, wood-carvings, Buddhist objects. Everyone has some *kakemono* (hanging scroll pictures), and true collections of them are innumerable. Today there are collectors of color-prints in Japan, but in the past such were few; judges of Japanese art for the most part looked upon the *ukiyo* with contempt and have rather wondered at the Western craze for them. So too—while beautiful *netsukes* have always been appreciated and a man's taste would be judged by the quality of those he owned and used—collections of *netsukes* have not been common and probably there are more of them today outside than inside Japan. Whatever his line of interest, the collector becomes an expert and through repeated handling and viewing of his treasures comes to see beauties and distinctions which are non-existent to the uninitiated.

The Japanese collector is passionately interested in his line, but only while it remains truly Japanese. He does indeed admit a certain interest in Chinese things, less in Korean. Outside this he cannot arouse enthusiasm. He will go wild over Japanese weapons and armor but for weapons and armor in general he has not even a languid interest. He will study Japanese dolls in all their range of variation; he will know the minutest characteristics; he can talk learnedly of maker and date and place of origin. But he does not care at all for the dolls of Africa or Europe or India, and will barely give space for *Loo Choo* dolls. If some foreign friend gives him specimens from abroad, he will receive them politely, treat them with courteous respect, show them to others when the donor is present—but in reality the things do not appeal to him, in truth they bore him. This is very curious when we remember how ready the Japanese in general are to borrow all things new and foreign; when we recall the

enthusiasm they show at the present for Shakespearean drama. We might suppose the collector would be like the people at large in these practical directions; but not so—he is impervious.

The Japanese collector does not show his things at all times or to all persons. There are various reasons. One should never drop in upon a collector to see his objects. If he has many pieces and choice ones, they are not immediately accessible. There is no furniture in our sense of the word in Japanese rooms nor are the walls hung with a vulgar profusion of art treasures as ours are. Usually all that one finds in the living room are the clean walls, the clean mats upon the floor, a low writing table perhaps, and in the *tokonomo* (alcove) one suspended scroll and a small stand on which is an arrangement of flowers or one single curious or beautiful object. If the owner of the house is a rich man, his prize possessions are in a little fire-proof construction quite distinct from his house proper; if he is a man of modest means or poor his things are stored away in chests or boxes. To really get out a collection to show a guest may be the work of hours. So inspection should always be a matter of previous arrangement; the time of the appointment being best left to the owner. Then when the guest appears, he is likely to find elaborate preparation made for him. Things have been brought out; all kinds of stands or tables have been found or improvised; objects will be spread out upon them. There is also usually a pile of boxes on the matting, near the master; each box contains some precious object. Inspection will first be made of the objects laid out for display. Then the guest, sitting before the host, is shown the things from boxes. A box is opened; the object, wrapped in cloth, is carefully taken out; when unrolled it is found to be perhaps in another wrapping, or another, or another; finally the prize is exposed and enjoyed by



Another popular collection is the gathering of various kinds of toys.

the guest and owner. Probably it will be rewrapped and carefully replaced in its neat, clean wooden box before the next is opened. But when the visit is finished do not imagine that you have seen all his treasures. The next time you speak with some mutual friend you find that there are other things, finer perhaps than those you saw! Is it that he reserves something for a later visit? Does he hope to force you to come again? Or is he unable to bring himself to share the highest delight with another?

There is a dear and famous ancient inn at Hikone. It has many attractions—hot baths, beautiful garden, a handsome neighboring castle. Best, however, is its service of wares at meals. Anyone who has taste, or a sense for elegance, or an eye for beauty, instinctively appreciates when his first meal is served that here is something unusual and fine. And, if he seems worthy, the maid will tell him about the dishes he is handling—what ware, their age, their quality, their historic associations, their ancient owners. Perhaps—probably—she will not tell him more. But at the second meal, all the dishes are different; he may not be a judge—but they are even better, more beautiful, choicer for one or another reason. At the next meal

word *narikin* was quickly applied to them, and of all *nouveaux riches*, the *narikin* has proved most vulgar. They have indulged in every extravagance; they have practiced every ostentation; curiously, no doubt because blatantly patriotic, they have gone in for the fad of buying things Japanese. They demand *kakemonos*, color-prints, ivory carvings, mirrors, swords, armor—all the long list of lovely things that once had sensitive, appreciative and expert owners. They spoiled the market for all other buyers. Money was no object; prices were best when highest; wholesale business was in the air—so they were ready to buy complete collections at any price. Yet they were incapable of knowing what they bought, or why it was interesting and precious. The real collectors were hopelessly entrapped. Unable to buy because of the high prices, unable to refuse to sell, they let their treasures go that they might live. It was a tragedy akin to that of the seventies and eighties, when the *samurai* families and the Buddhist priests, unadjusted to new conditions, had to let their heirlooms go to foreign buyers.

I have attended several meetings of the "Old Babies,"



Here are a few objects from one of the collections of bouis.

again, there is no repetition and again the grade is higher. And it is the inn's greatest glory, that no guest is likely to stay long enough to exhaust its splendid stock and to see and handle its greatest prizes. Yet its supremest joy would come on such a final, culminating occasion. Would it, or not,

I have seen many, many choice collections. I should be a connoisseur, for much pains has been taken in my education. But these are sad days for Japanese collections. The world war has wrought destruction. Hundreds of men who through twenty, thirty, forty years labored to bring together some great collection, collect no more. Men whose heart, whose joy in life, whose every thought had been in their collections, where each piece had its association and memory; men who handled their loved objects with tenderness; men who owned things so prized that they begrudged the very sight of them to others—such men are, today, stripped bare. Two influences have been at work—the high cost of living and the *narikin*. As to the high cost of living, Tokyo has suffered more than London or New York. And collectors, men of taste, who have tied up relatively large sums of money in something absolutely non-productive, are one of the classes who have suffered most. As to the *narikin*; in the early days of the great war there was much money made by individuals in Japan. New millionaires were many. The

one of the best known of the many clubs of toy collectors. It was pre-eminently composed of those who *know*. The center of the group was Shimizu Seifu and the meetings were regularly at his house. The meeting-room was small but so was the attendance; rarely were there more than a half dozen persons. There were tea and cakes at hand throughout the evening. While there was always a set topic and cards of announcement were sent out, there was no such thing as an address or formal paper. Everyone was supposed to bring something with him that was pertinent to the subject, but whether he produced it or not depended on the atmosphere. Perhaps interest seemed lacking; or some one person showed a tendency to monopolize; or, after all, they might not prove appreciative, so what had been brought remained in the sleeve and was carried away unknown. There was no haste; there was no horror lest a minute be without conversation; there was no fear lest time be lost. But as they were moved, one and another produced what he had brought and laid it on the matting; it was examined, perhaps commented upon, similar ones elsewhere might be mentioned, some book or article in which matter pertinent was to be found was named. There were four great lights in the little group. Shimizu Seifu himself was author of a beautiful picture book of toys, which is still standard; on disputed questions, he was a final authority for many. Far from rich, of no great station, simple in life and appearance, he was



known throughout Japan. Nishizawa San was noted for refined and delicate tastes; a gentleman in manner and appearance, he had retired from active banking business, with ample means for the indulgence of his fancies; a connoisseur in things of Old Japan in general, he was especially a collector of dolls; rare was the meeting of "Old Babies," when he was absent. Hayashi San and Hirose still live. Hayashi is one of two or three men in Japan today, who speak with authority upon anything concerning the past of the country. Whether it is history or literature or art—whether it is books, or prints, pictures or toys, he is the amateur preeminent. Hirose San is professionally in toys—in other words he is a manufacturer and exporter; at his house first I found that certain toys which I had seen for sale on the streets of the City of Mexico and which I supposed typically Mexican, were "made in Japan;" but while his business is toy-export, involving contact with the latest ideas and fancies, he knows the old toys as well. Incidentally, it may be said that he was one of the few early Japanese collectors of color-prints. These four were almost always present at the meetings. One night our subject was Tenjin, god of letters. In life he was Sugawara Michizane, loyal minister to an ungrateful sovereign; he lived about a thousand years ago; today he is worshipped throughout Japan and schoolboys offer their choicest specimens of handwriting at his shrine. He is one of my four favorite great Japanese. Shimizu San had hung a *kaki mono* in the alcove, on which were painted the wooden bullfinches given out at different Tenjin shrines—among them Dazaifu, Osaka Temmangu, Kameido. Everywhere the quaint, unnatural little figure is believed to bring good fortune. A curious bullfinch exchange used to take place at Dazaifu, where everyone in the great crowd, exchanging figures in the dark, hoped to get the gold bullfinch in return for his own of wood. The figures from each shrine differ from those of others in some peculiarity of whittling or color. At our meeting specimens of these wooden bullfinches were shown, and toy figures of Tenjin himself, some of them quaint and old; his famous black bullock, faithful unto death, came in for consideration, as figures of him of all grades and kinds are common; and his plum tree, his plum *mon* or crest, and his fame as a calligrapher came up for conversation or illustration.

.....

We have said that Nishizawa San was a collector of dolls. He had 2500 of them; dolls cheap and precious, dolls ancient and modern, dolls large and small; dolls designed by famous artists and dolls in variety and great beauty invented by himself. There are two kinds of dolls, sharply differentiated by the Japanese *hina* and *nigyo*. *Hina* are ceremonial dolls; they are made in pairs, male and female. They are symbolical—so deeply

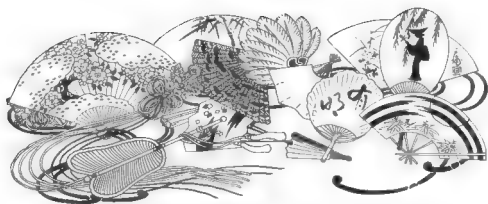
so that few Japanese realize their significance; so deeply so, that no Japanese can think of them as merely toys. Between the *hina* laid out at the doll's festival and the family there is a mystical bond of union. *Nigyo* are simple figures, human or animal, meant to be played with. Our dolls are *nigyo*, nothing more. But there is more to a *nigyo* with which a child has played and which is displayed later at the dolls' festival than to our dolls; here again there is a mystical bond of union, this time between the child owner and the doll. It is not, however, our intention to deal here with the dolls' festival. Nishizawa San never displayed all his dolls at once. Four times a year he made a formal showing. One of course was on the third day of the third month, the date of the regular dolls' festival, when the collection shown was appropriate to the day. *Hina* largely, with the Emperor and Empress above; but there were *nigyo* too and all the gay layout of miniature utensils and implements and the food and drink offerings, with every detail of the formal arrangement carried through. On the fifth month, the display was of the boy dolls suited to the boys' festival. Foreigners all know of the girls' festival; few know that there is a whole series of dolls suitable for the boys' festival. The other occasions when Nishizawa San made his displays were, I think, September and December. We have mentioned dolls of his designing. Each year for some time before his death he designed a pair of *hina*. His aim was to produce strikingly different and unusual, but beautiful, designs. They were marvels of art in moulding, in dress, in careful ornamental detail; they were made of the choicest paste, colored with the greatest care, fired with the utmost skill. From the design, he had just twenty pairs made, and on the first of January, these were sent as gifts to friends who could and would appreciate them. They are today among the most prized of recent *hina*. In 1910 I decided to follow his example and invoked his aid, leaving the details largely in his hands. The male doll is intended to be my portrait in ancient ceremonial dress; there are details in the decoration that show not only that I am an American but the representative of my nation. The female is also in ceremonial dress, but it too shows that she is conceived not as an individual Japanese, but as a national representative. Twenty pairs were made and great was my satisfaction, until a discriminating critic wondered that a bachelor should have a pair of *hina*. He was correct in his criticism; it was incongruous. It might have been excused in one who knew nothing of the inner meaning of the dolls' festival.

.....

Such dolls as foreign children use are *nigyo*. Japanese have used them in variety for any length of time. But any toy figure, human or animal, is *nigyo*. A figure of Daruma, considered merely as a toy or ornament, would be *nigyo*. Daruma is



A O-Fuda enthusiast placing his placard in an out-of-the-way location.



Fans have also been made the subject of many an interesting collection.

very popular, and *niggos* of him abound. He is the ancient ascetic who sat for so many years in meditation that his legs rotted away; hence he is usually represented without legs, wrapped in a great red blanket that serves at once as hood and cloak. His face scowls; his deep eyes gleam; his unkempt hair and his neglected sprouting beard sometimes impart an almost ferocious aspect to him. He is the patron of the meditative Zen sect of Buddhism and in Zen temples his scowling face frowns at the visitor from many a gigantic *kakemono*. Foreigners usually see only the amusing or the terrifying in such representations; but the Japanese have nothing of that feeling with reference to these great pictures, which are not meant to caricature, or ridicule, or belittle one of the most respected figures in Buddhism. The common people, however, delight in every quaint conception of the old saint. Toy figures of him are everywhere—in wood, in clay, but pre-eminently in papier-mâché. Boys make snow Darumas, inserting black coals for eyes; Daruma is pressed in puff-rice or other sweetmeats and sold for eating; most of all Darumas of papier-mâché are weighted for tumbling toys, which right themselves however placed. You have heard no doubt of blind Darumas, papier-mâché figures of the usual type but with white spots as *soketai* instead of eyes. One who has a favor to ask of the god, buys a blind Daruma, makes his prayer and sets the figure on his god-shelf at home. If the wish is granted, he inks in a black eye on the white spot. A second gift granted gives the figure a second eye. It should then be carried to the temple and left there as evidence of a favor granted. The weighted, tumbling Daruma has given rise to a common saying that runs something like this:—"Daruma, though he falls six times, rises a seventh." I had known for years that in Ise province there was a man who had a collection of Darumas; from time to time I read of him in papers or heard of him from friends. Finally, being in the neighborhood, we went to see him. We were too late; the good man had died some months before. Still everyone was able to direct us to "the Daruma house," where we found his son who gladly showed us the collection. With this collection goes a story. This man had failed in business; nothing he undertook prospered; finally, in despair, he contemplated suicide. Just at the critical moment the saying flashed through his mind:—"Daruma, though he falls six times, rises a seventh." He determined to try again; he bought a Daruma; he prayed for success; he went upon our principle that the god helps him who helps himself and he worked with energy. The change came in his affairs; his business prospered and with prosperity he became a devotee of Daruma. He collected Darumas of every kind and size and quality. At his death, his collection numbered more than 700 pieces. There were Darumas of wood and ivory, metal, porcelain, papier-mâché; there were Darumas less

than an inch and more than a yard in height; there were Darumas that cost a *sen*, there were others that cost many *yen*. He had not only figures; there were Daruma *kakemono* by famous artists, and poems in praise of Daruma written by well known poets. Because of the fame of his collection, visitors came from near and far to view it and to these he gave some kind of souvenir, always of course with Daruma association. Thus, we were given saké cups, with a figure of the red-robed saint and a poem on them.

Among the Japanese I am widely known by the nickname of *O-fuda Hakushi*, which means "doctor of honorable placards." The doctor here is like our Ph. D.; *fuda*, means a slip of paper with some inscription, usually a name; *O* is honorific. Notice, it is not the doctor that is honorable, it is the placards! I have already printed too much about the *Nosatsu-Kai* to go into it at length here—but it illustrates a certain type of collectors and collections. *Nosatsu*, the *ofuda*, are passed up at temples and shrines as an act of minor devotion. Those who paste them collect them also and they sometimes have books with hundreds of such *fuda* in them. But besides the simple, plain, name-placards for posting up at temples, there is another kind of *nosatsu*; these are pictorial, color-prints; they are in size like the pasting *fuda*—though often larger—and were suggested by them. They are made only for exchange at the monthly meetings of the collectors; a new, special, *nosatsu* is made for each meeting and is never used again; at such meetings, each attendant brings his *nosatsu* in quantity to supply all and when he leaves he carries with him the entire series of that occasion. Old devotees have fat volumes pasted full of these placards, arranged meeting by meeting. The society has been in existence more than one hundred and twenty years and there is really much of interest in their often quaint and beautiful placards.

The first meeting of the *Nosatsu-Kai* that I attended chanced to be a joint meeting with the match-papers society. You know match-papers? They are the labels, usually pictorial and gaudy, that are pasted on the boxes in which matches are sold. Collection of match-papers seems about on par with the strings of buttons, which as children we used to gather; the main purpose was numbers, but beauty and variety had a part in the matter. At that meeting I met the president of the match-papers society, who some days later did me the honor of calling upon me. He then had thousands of match-papers. There was really a wide range of designs and some of them were unquestionably pretty; as for the wording on them, it was Japanese for the most part, though there were some strange jumbleings in which English and Swedish

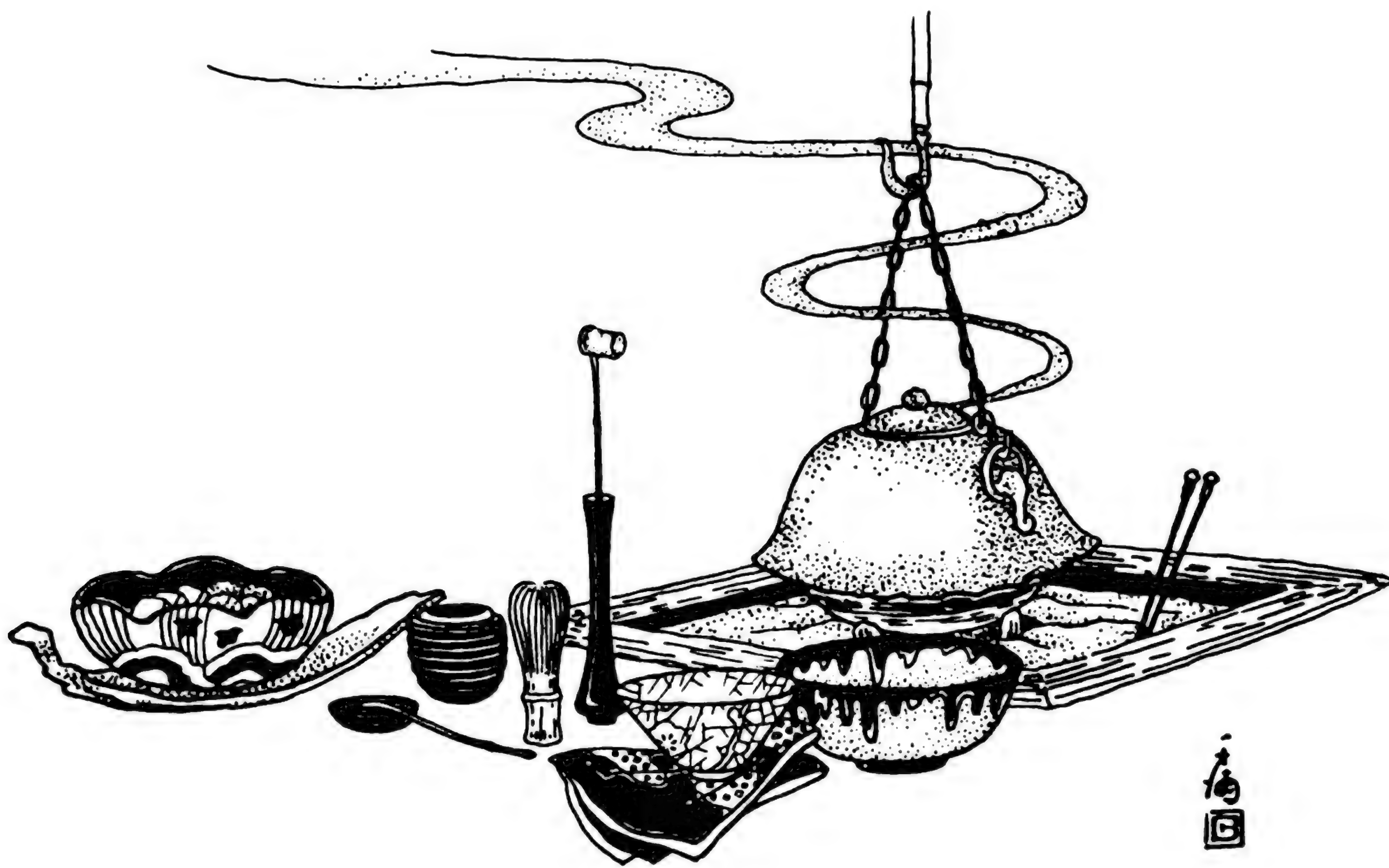


appeared. Finally, we ventured to ask the man his occupation. "Why, I collect match-papers," was his reply. "Yes, but how do you make your living?" "But I have no time for anything else." We met on two or three subsequent occasions and then he dropped out of sight. Seven years later a great *nosatsu* meeting was given in my honor in the city of Sakai, perhaps 400 miles from Tokyo; it was a red-letter day on which probably my stock went to its highest record; at the meeting in the afternoon, 250 persons were present, each with an honorable-placard commemorative of the occasion, for exchange. Among them appeared my match-paper friend. He had his *nosatsu*, of course; more than that, he had a pasting *nosatsu* with my name upon it, which he said was to be pasted on every shrine and temple in southwest Japan. But, best of all, he presented me—in a neat, wooden box appropriately inscribed—with a book containing a collection of 1700 match-papers, all different, arranged according to his system of classification. Most of them were *real* match-papers, actually intended for labeling match boxes. Some, however, were commemorative papers, that had been exchanged at meetings, on the same principle as the *nosatsu* exchange. These were the same size as the real match-papers but the designs are placed vertically instead of horizontally; they are less gaudy, more artistic; they are made for the one meeting, not for repeated use. As we turned the pages and examined my collection, the variety, the quaint designs, the lettering,—our wonder grew and we began to see what match-papers might mean to the enthusiast. Questioning our friend, we learned that almost immediately after our last meeting he had come down to this western district to study its match-papers; he had devoted his entire time for seven years to it, but now felt that his task was completed; there were practically none with which he was unacquainted; he should soon return to Tokyo. Some weeks later, we stumbled upon him in the capital city, where he had a little shop devoted to match-papers. A great meeting of the society had welcomed his return, the month before; at the meeting many beautiful designs, all in his honor, were exchanged. He has established a monthly magazine devoted to match-papers. We were urged to come to the next meeting, November 25. It was a Sunday afternoon. The place was often used by collectors' clubs as a gathering

place. The meeting was in an upper room which, even from the street, we saw was decorated in our honor. The flags of Japan and the United States were crossed outside and some of our own commemorative towel-banners were in evidence. We found the ceiling of the room covered with a network of strings from which were pendent gaudy match-papers of the largest size (such as are used on packages of a dozen boxes of matches). The walls were covered with exhibits, mostly frames full of match-papers. For instance, in one frame all the designs were Mount Fuji in honor of our recent ascent. Another frame was filled with rarities—a dozen match-papers, worth 100 *yen* (\$50) in the open market. Single match-papers have actually sold for more than that. But we have not space to tell all the curious things displayed. Forty-two members, all men but one, were present. The meeting was the 58th in the society's history. After some hours of tea-drinking, conversation, inspection of exhibits, the exchange took place. It was of the nature of the *Nosatsu-Kai* exchange. Each person present had a commemorative match-paper, special to that meeting; each one carried away with him the entire series of 42. Eight of these were designed with reference to my presence; among them was one which had for its design the old seal of the city of Chicago. Where and how was it unearthed?

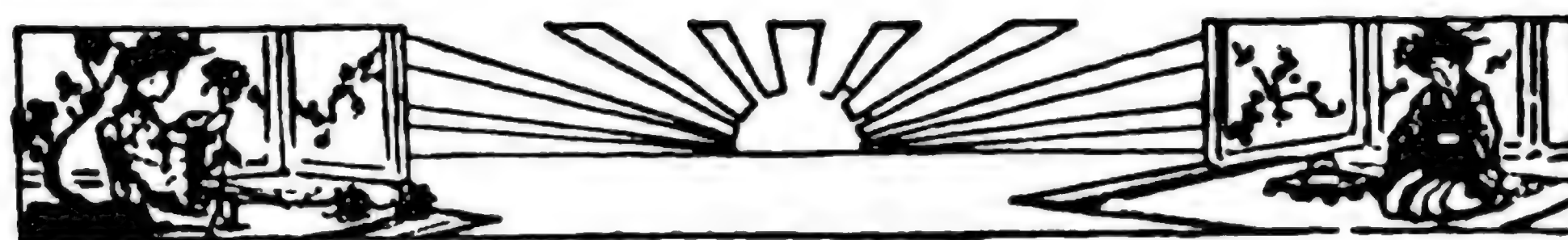
In the *Nosatsu-Kai* and the Match-papers Society much of the pleasure is in the meeting. In the Old Babies and in the great art collecting, the principle of rivalry must count for something. But there are collectors and collections that lack either of those motives, where in fact the zest and joy come largely in doing what no one else has done. My good friend Ozawa has various claims to consideration. He loves to engrave and does his own drawing, cutting of the wood block and printing. He collects *ema* (votive pictures crudely painted on little boards) and is working out an illustrated book upon them in which his choicest hundred are to be represented in miniature, the art-work being his own. He is a match-papers man. He prints a magazine devoted to his hobbies, which is completely printed from wood blocks of his own cutting, and which he distributes free of charge to his friends. But all these are secondary; his chief claim to fame is that he is a frog-man. His one real interest in life is that leaping

(Continued on page 47)



The collections of utensils for the tea ceremonial often run into thousands of dollars in value.





# THE QUESTION OF DUAL CITIZENSHIP

By K. K. KAWAKAMI.

**B**ROADLY speaking, there are two schools of nationality law. One is the Anglo-American school which determines nationality according to the place of birth. The other is the Continental school which recognizes allegiance to the sovereign by reason of blood-descent. In the light of the American law, all who are born upon American soil are citizens of the Republic. On the other hand, most European countries claim as their subjects all who are born of their natives whether at home or abroad. Section One, Article VII of the French Civil Code, for instance, provides that "Every person born of a Frenchman in France or abroad" is a Frenchman and owes allegiance to France. A similar provision is found in the laws of Germany, Switzerland, Belgium, Holland, and in fact all continental European countries.

Let me illustrate the peculiarity of the Continental law with the case of one Schneider, an American-born Swiss. His parents were both natives of Switzerland, married young, and came to this country, and the elder Schneider became a naturalized citizen of the United States. This boy was born here, and under the American Constitution was a citizen of the United States. When he was nineteen years old he visited Switzerland to call on relatives still living there. He was immediately seized by the Swiss government and put into the army. He wrote to the American Secretary of State about his plight, but the Secretary of State told him that the United States could do nothing for him, because it was the law of Switzerland. Finally he said to the Swiss government, "Name a sum of money I can pay for my release." They named a sum and he paid it and came home to the United States.

Another interesting illustration is found in the case of a Mr. P. A. Lelong, a New Orleans citizen of French parentage. In March, 1915, this American citizen wanted to go to France on business and inquired of the State Department whether the protection of the American law would be extended to him in France. His letter to the State Department was as follows:

"My father, P. A. Lelong, was a native of France, came to New Orleans when he was about twenty years of age, and lived here about forty years. He died here about two years ago, but about five years before his death took out naturalization papers.

"I was born in New Orleans, June 18, 1880. I have never been out of the United States and have regularly voted as an American citizen since I reached the age of twenty-one years, and if war had ever occurred between France and the United States, I most certainly would have fought for the United States. I have held the office of Township Commissioner in Henderson County, North Carolina, have held several court appointments, both Federal and State, and am a member of the State and Federal bar, and have considered myself as much an American citizen as President Wilson or any of the members of the Cabinet.

"I wish to visit France on business in the near future, and am informed by Mr. Ferrand, the French Consul here, that if I go to France I could be either impressed

into the French service or punished for not having reported for military duty, and also for having served in the State Militia of Louisiana without permission from the French Government.

"I contend that if the French Government had any right to claim me as a citizen under their laws, in times of peace they should have called on me to serve my three years in their military service.

"Wishing to know whether my constitutional privileges as an American citizen follow me wherever I go, with its constitutional guarantees, or whether the United States Government will allow the French Government to act in the manner as stated by Mr. Ferrand, the French Consul, I respectfully request an answer at as early a date as possible."

To this letter, Mr. Robert Lansing, then Counsellor of the State Department, replied as follows:

"Under the provision of the Fourteenth Amendment to the Constitution, all persons born in the United States and subject to the jurisdiction thereof are citizens of the United States. Section One, Article VII of the French Civil Code, states that the following are Frenchmen: 'Every person born of a Frenchman in France or abroad.'

"It thus appears that you were born with a dual nationality, and the Department cannot therefore give you any assurance that you would not be held liable for the performance of military service in France should you voluntarily place yourself within French jurisdiction."

If you read books on international law, notably Professor John Bassett Moore's "Digest of International Law", you will find numerous cases similar to the two I have just described. The California politicians and certain newspapers simply advertise their utter ignorance when they talk as though they found something new and wonderful in the dual citizenship of the Japanese.

But to come back to the Japanese law of nationality. At the earnest and repeated requests of the Japanese Associations of the Pacific Coast, the Japanese Government and Diet, in March, 1916, revised the nationality law which had been in the main similar to those of continental European countries, based upon the principle of blood descent. This revision was made for the specific purpose of harmonizing the Japanese law with the American law which determined nationality by the place of birth and not by blood descent.

The revised law of Japan provides that a Japanese boy who has acquired a foreign nationality by reason of his birth in a foreign country, may, provided he be domiciled in such country, divest himself of Japanese nationality, if his father or other parental authority takes the necessary steps to that end before he is fifteen years of age; or, if he has attained the age of fifteen, he may himself take the same step, with the consent of his father or other parental authority, which is necessary until he attains the age of seventeen.

Apply this Japanese provision to the Japanese children born in this country. They will all become American citizens if they take the necessary steps for expatriation, for



in the light of the American law, they are already citizens of the Republic. Unlike European-Americans their nationality will be "single", not "dual". They will owe their allegiance to the Stars and Stripes, and to no other flag. Credit must be given to the Japanese legislators for this concession to the territorial principle of the American law.

This Japanese law, though more advanced than European laws, has a serious defect in that it permits the Japanese army to enroll American-born Japanese boys over seventeen who have failed to take the necessary steps for expatriation before that age. The Japanese in America must make united efforts to remedy this defect.

It may be argued that the above drawback is only apparent, because the Japanese boys, who fail to expatriate before seventeen, may, and as a matter of fact usually do, apply, through the local Japanese consulate, for postponement of enrollment as long as they remain in America. After such Japanese have passed the age of thirty-seven, they are no longer subject to enrollment, and are again free to expatriate. But this method is somewhat irksome and distasteful to American-born Japanese boys, as it requires them to make a new application for the postponement of enrollment every year between seventeen and thirty-seven years of age.

But the point which calls for the most serious consideration is the principle involved, rather than the inconvenience imposed upon the Japanese. That point is that the Japanese law recognizes dual citizenship of American-born Japanese during the best years of their lives, a recognition which is in direct conflict with the American principle of nationality.

We have discussed the expatriation of American-born Japanese. How about the expatriation of Japanese born in Japan but domiciled in America? Does the Japanese government allow such Japanese to renounce their allegiance to it?

On this point the Nationality Law of Japan provides that a person, who has acquired a foreign nationality by his own choice, loses Japanese nationality.

This is apparently reasonable. But here, too, the same provision, making American-born Japanese boys subject to military enrollment, obtrudes itself, that is, no able-bodied male Japanese between seventeen and thirty-seven years of age is allowed to forswear his inherent nationality. Under the conscription laws of Japan a boy at seventeen becomes a member of Kokumin-Gun (national army), though his active service of three years does not begin until he is twenty. After three years of active service he becomes a member of the reserve, and remains so until he is thirty-seven. This means that a Japanese born in Japan, if physically qualified to become a soldier and actually enrolled, cannot, until he is thirty-seven, become an American citizen even in the event of naturalization being extended to him. After he has passed thirty-seven he is absolutely free to renounce allegiance to the Japanese flag. If a Japanese boy is exempt from enrollment for any reason he may expatriate at any time.

This, in brief, is the Japanese law of nationality and expatriation. On the whole it is more liberal, and more in harmony with the American principle, than are European laws. But the reservations it provides for the military service are, from the American point of view, deplorable and should be removed, if the Japanese here are to receive equal treatment under the laws of the United States.

The following extract from the Nationality Law of Japan gives only those articles which have direct bearing upon this discussion:

ARTICLE XVIII.—When a Japanese, by becoming the wife of a foreigner, has acquired the husband's nationality, then such Japanese loses her Japanese nationality.

ARTICLE XX.—A person who voluntarily acquires a foreign nationality loses Japanese nationality. In case a Japanese subject, who has acquired foreign nationality by reason of his or her birth in a foreign country has domiciled in that country, he or she may be expatriated with the permission of the Minister of State for Home Affairs.

The application for the permission referred to in the preceding paragraph shall be made by the legal representative in case the person to be expatriated is younger than fifteen years of age. If the person in question is a minor above fifteen years of age, or a person adjudged incompetent, the application can be made with the consent of his or her legal representative or guardian.

A stepfather, a stepmother, a legal mother, or a guardian may not make the application or give the consent prescribed in the preceding paragraph without the consent of the family council. A person who has been expatriated loses Japanese nationality.

ARTICLE XXIV.—Notwithstanding the provisions of the preceding six articles a male of full seventeen years or more does not lose Japanese nationality, unless he has completed active service in the army or navy, or he is under no obligation to enter into it. A person who actually occupies an official post—civil or military—does not lose Japanese nationality notwithstanding the provisions of the foregoing seven articles.

A movement is now on foot among the Japanese Associations on the Pacific Coast and in Hawaii to secure further revision of the nationality law of Japan. On November 28, 1919, the American-born Japanese in Hawaii addressed to the Japanese Government and legislature a petition, asking them to release the Hawaiian Japanese from all obligations to Japan. The petition reads as follows:

"We, the members of the American-Japanese Association of the Territory of Hawaii, comprising practically all those born of Japanese parentage within the confines of the United States, who are now living within the Territory of Hawaii, respectfully petition that the attention of the Japanese Parliament be called to the matter herein stated, so that remedial legislation can be had to protect us and to prevent our position as citizens of the United States from being misunderstood.

"We are all men of Japanese parentage, born on the soil of the United States, and who have been educated in the schools of that country. We wish to be considered citizens of the country in which we are now living, and to show that men of Japanese ancestry can be as loyal to the country of their adoption as men of other ancestry residing therein.

"The present Japanese law as to declarations of citizenship works a great hardship upon us, because the question of dual citizenship and the criticisms which have been made against American-born Japanese have caused us to feel that some legislation should be passed by the country of our ancestors that will free us from any obligation to it, and allow those of us, who have located within the United States with the purpose and intention of remaining and interesting ourselves in the affairs of that country, to show that we can be good and loyal citizens of the country of our adoption. It is impossible to do this, while the country of our forefathers refuses to allow us to be recognized as American citizens through the restriction of its law and claims us as her own.

(Continued on page 43)





## LIFE ON THE STREETS

*Foreword to Pictorial Feature Section*



NOT the buildings or the streets—not the temples and the tombs—not the history or the art—not towering peaks or craggy hills—not roaring streams nor sparkling lakes or placid seas and golden sands—not scenery however grand, for nature renews itself in every land—not things that cater simply to our ease—ships and rails to carry us with speed—not beds and food, however good.

It is not these things—these lifeless, senseless things—that lure us from our homes to wander far in many lands—to see strange sights and smell the curious smells—to cross the vast and trackless seas—impetuous—to span great continents on gleaming tracks of steel—seeking change of scene in tropic heat and winter's snow, thousands of miles around the world.

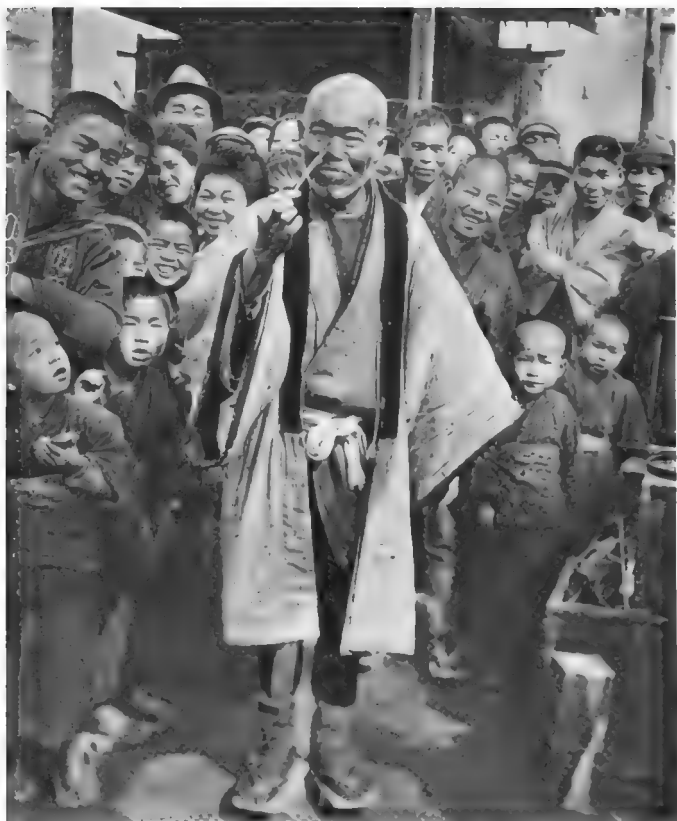
It is the people—the other humans of our race—that attract us most.

Vibrant like ourselves, with love for family, home and friends—with hopes and hates, ambitions and despair—whose manners, customs, pleasures, thoughts, food, drink, and life are but mirrors that reflect expressions of these feelings common to us all, in such sharp contrast to our own, as to arouse our interest.

And on the streets—the highways of the earth—the busy, bustling streets—secluded by-ways, imposing bund, or simple country paths—life pulses on in all its varied forms—from toddling babe to boisterous youth—through striving manhood into doddering age—the stage of life on which all play a part—whose show can never stop—vividly portraying the experiences of the human soul.

J. K. R.





*It is hard to say which is most amusing in this photograph—the expression on the face of the old street magician, who was caught by the camera in the middle of one of his tricks or the faces of the crowd behind him who saw what the camera man was doing before the old man did. These fellows are unusually clever and do surprising tricks on the street without any accessories or helps of any kind. Like the gypsies, they are continually on the go.*



*The itinerant vender is always one of the most picturesque of the street characters, no matter what he has to sell. This old man carries a small gong which he strikes to call attention to his passing and attract customers from the houses. Like all children, the little chap is interested in the bell and is waiting for him to strike it again. Note the expression on the old peddler's face and the attitude of the youngster—face, hands and feet.*





*Women in Japan have just as much fun shopping as do those of other countries. While the glass show windows are not in evidence, yet there are big displays of goods of all kinds in front of the shops, where they can linger as they wish. The four women in the photograph are interesting as each has a different style of head-dress. The women of every land are always most fascinating studies and those dainty little ladies of Nippon are no exception.*



*There are thousands of Buddhist priests, pilgrims, mendicants and students on the move from shrine to shrine in Japan. The priests and pilgrims travel on the charity obtained from those who live in the towns and villages along the road. Many of these pilgrims are blind and feel their way along with a staff like the old man in the picture above. He wears a Buddhist rosary on his arm and as he goes, repeats it over and over in a singsong drone.*





*Brushes, brooms and feather dusters, wings of geese for sweeping away the ashes—all the things needed to clean the house are brought to your door by this enterprising merchant, who carries his stock on the high wheeled cart. One of the lasting impressions of a visit to the Japanese home is the extreme cleanliness everywhere, so there is always a good market for these wares. The little miss is trying to decide whether she shall take a big or a small duster.*



*In Japan there are many street performers, who go from house to house entertaining both the children and the grown-ups. All of us remember the delight of the day when the organ grinder and his monkey came to our street and how we hustled to get pennies to throw to him, so we can appreciate the interest of the little girl in the photograph who just can't get her eyes off the monkey on the man's back. Note the drum and the small flag he carries.*





*School days and school children—the streets of every town and village are filled with bright-faced lads and girls at certain times of the day. In Japan education is compulsory and is rigidly enforced. Boy scholars wear a certain style of cap that designates their grade and after school the hokky pokky ice cream man knows just where to go to get the biggest trade. Here he is with the ice cream wagon ready to serve as soon as the camera goes away.*



## ON BOARD AND ASHORE

*Pen and ink sketches by Ruth Armer, JAPAN Staff artist, on board S. S. Tenyo Maru on arrival at San Francisco.*





*Long breakwaters of heavy masonry guard the harbor of Dairen.*

## DAIREN DAYS

Vacation Loiterings in Manchuria's Metropolis—Where the whirl of industry resounds amid the reminders of the past—Historic memories and modern conveniences—Where Japan began when Russia left off—Having a holiday in a growing commercial capital

By JABEZ K. STONE

**I**T was the letter from Yamaguchi that brought back the surge of memory. His short note urging us to be in Dairen in November when the meeting of the Japan Hotel Association would be held there, reminded us of our many friends in that organization and took us, on the pleasant wings of recollection, back to the progressive city on the shore of Talien Bay.

We had left Mukden, in the evening about eight o'clock, on a railroad that was, for all the world, like many of the fast lines of America. A solid train of Pullman sleeping cars, compartment cars, diner and smoking car, drawn by a big mogul type passenger locomotive over a broad-gauge roadbed that was as firm and well made as the most particular section boss could demand. Heavy rails—ninety pounds, I think they told me—laid on the standard broad gauge, made a decided contrast to those over which we had, of late, been traveling and the train got under way with as little effort as any we had ever been on. Soon the rails were clicking away under us as we sped at a thirty-five mile clip, across the open country that surrounds the ancient capital of the Manchus.

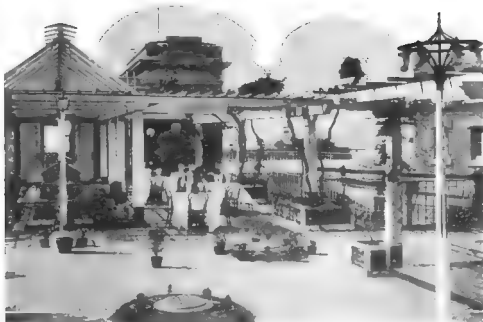
When we awoke, we were slipping through a landscape somewhat rougher in aspect with a taste of the salt from the sea in the air, and we knew that we were approaching

Dairen. The station is like many of our modern stations, with a subway for passengers' exit under the tracks which led to the carriage and motor stand. A uniformed porter met us and said he was from the Yamato Hotel and would look after our luggage. We were a little surprised at this and asked him how he knew we were coming; to which he answered that as we had secured our reservations through the Mukden branch of the Japan Tourist Bureau, they had advised the hotel by wire of our expected arrival—a courteous service that was much appreciated.

Disdaining the gaudy motor cars, with their smart liveried drivers, for the more picturesque one-horse victoria, which still competes with the automobile in this place, we sat back in luxurious ease as we wheeled out from the station and through the broad streets to the hotel. The hotel is the surprise of the Far East. There are others that may compare with it, but none on the other side of the Pacific that can surpass it and even in San Francisco, Chicago or New York, it would take its place as one of the good hotels of the city. This is the Yamato Hotel, built and operated by the South Manchuria Railway Company. The building of tracks, cars and rolling stock—the operation of steam trains and shops were not the only leaves the railway concern took from the American book of experience. They saw that the way to build up a district was to



*View of the city of Dairen looking across the Central Circle.*



*Introducing a decided novelty in hotel construction in the Far East. Yamato Hotel has a spacious roof garden which commands a splendid view of the city and bay.*

provide such facilities of travel as would appeal to the passenger and attract him to the place, and so they built an hotel that when it was opened, was at least ten years ahead of the city. Subsequent events have vindicated their judgment, however, and today the Yamato stands a monument to good business foresight.

#### Young in Years—Old in History

As a city, Dairen has no background of antiquity to bolster it up. It is not an old city, as Oriental cities go, for while there has always been a village or a town at this place, the Chinese name meaning "Black Mud Hollow," it was in 1860, when the British and French were jointly attacking Tientsin and Peking, that the British fleet made it a base of operations and called the place Victoria Bay. Later on when Li-Hung Chang became Viceroy of Chih-li province, he fortified the place, making it a strategic naval base for the peninsula. In 1898 the city was leased to Russia under the supplementary treaty. One of Russia's oldest and keenest ambitions was to have an ice free, open-all-the-year port on the Pacific and it was with this in view that a base of operations was planned for this place.

It was Count Witte who first saw the possibilities of the spot, so the story goes, and he presented it in so fascinating a way to the Czar that one morning, at a meeting of his ministers, he rose and placing his finger on the map at this very point, said, "Build here a city that will be the finest of its kind in all Asia; a fitting reminder of our land. And let the name be Dalny,—the 'Far Away'—an outpost of our empire."

With this imperial authority, work was commenced on a scale of magnitude heretofore unexampled in any dream of conquest.

The extension of the Chinese Eastern railways over which she then had control to this port and the establishment of a great commercial harbor with ample docks and facilities was a part of the scheme, and work on the rails as well as the harbor was rushed along. At the same time, the city was laid out on an elaborate scale with government offices, parks, wide streets and municipal improvements.

Then came the Russo-Japanese war.

Russia had concentrated its defensive plans on Port Arthur, 38 miles away, on the other side of the bay, and had there constructed fortifications that were deemed impregnable. Dalny was designed as a commercial capital and had at that time no defenses, so it was with ease that the Japanese navy occupied it and made it a base for the troops which followed.

The first move of the Japanese army was its occupation in May, 1904, when a military government was established. After the treaty of Portsmouth, the railway south of Kuan-cheng-tzu passed into Japanese hands as did the lease of the whole area called Kuantung Peninsula. From this time on, the city and country began to be improved. In 1908 a civil administration was organized and the railway passed into the control of the South Manchurian Railway

Company which has operated it on far-sighted and efficient lines ever since.

#### An Imperial City

When the Russians planned the city they did so on a lavish and magnificent scale, as far as the territory included in their scope of operations was concerned. It was designed like a wheel with a great circular park as the center of the city, with a number of similar and smaller parks at various other points. Broad streets radiated from each of these which were intersected by others at frequent intervals.



*Yamato Hotel. Finest hotel in the Orient—built and operated by South Manchurian Railway. In arrangement, equipment, furnishings and service, it ranks among the good hotels of the world.*



As a theoretical plan, it was all right, but practically it was a failure, in that no allowance was made for growth which was bound to come. As a result the city is cut up in a veritable network of streets, which while interesting in many ways make it hard to get about without some one who is familiar with the peculiarities of the place.

The Japanese accepted the city as they found it and determined to do the best they could with it. They macadamized the streets and laid concrete sidewalks along all of them. They planted shade trees and lawns and improved the parks and circles until today, Dairen is the one city in the Far East where muddy streets filled with holes are seldom seen and where refreshing green of trees greets one much of the year. To allow for the expansion which soon began to be felt, new tracts for industrial purposes were laid off adjoining the established city, and more ground made by filling in part of the water front. Other piers were built, in addition to the huge ones that had been begun by the Russians and the rail lines extended to serve them to best advantage. The South Manchuria Railway took over the work of the Chinese Eastern Railroad that was but another name for the Russian Government in its transportation work in this region and carried it on to a point of development undreamed of by even its most sanguine promoters.

In point of time, therefore, Dairen is not an old city, but in point of experience and condition it has passed through a baptism of fire and war such



*Looking across the Central Circle from the Yamato roof garden, you see imposing structures of modern design. The building shown is the head office of South Manchuria Railway.*

as has been given to few of the modern cities.

Our ride through the streets of Dairen—our first acquaintance with the metropolis—was most interesting. The number of shade trees, the broad sidewalks and the cleanliness, width and character of the streets amazed us, after our experiences with other towns of the East. Nor was our surprise lessened when we came to the Yamato Hotel and entered a lobby that transported us the moment we entered its hospitable portal to San Francisco or New York or any place but Manchuria. Here was a long cool lobby, furnished in the best foreign style, with elevator, bell boys and desk arrangements, the same as we had been accustomed to at home. When we went to our rooms, we found that there were some things about this hotel that we did not have, even in our American hosteleries. For instance, the wide porches that opened off the sleeping rooms were delightful lounging places, such as can be found in none of our city hotels at home. And the bath rooms were as large as a small-sized bed chamber in many places. Our apartments were nicely furnished, with heavy brass beds, dressing tables, thick rugs on the floor and full-length mirrors on the doors. When we came down for tiffin, an unusually good Japanese orchestra—the Muroaka—was playing selections from grand opera in a manner superior to any we had heard by Japanese players. After tiffin in the lofty oak-panelled dining salon, we were shown about the hotel. The ball room on the main floor is equipped with a large stage and very popular for large dinners and entertainments. We went to the games room, where billiard tables and other facilities for indoor sports were at hand. To crown it all, we took the lift to the roof and there saw the pride of the hotel, if not of all Dairen,—the roof garden,—largest and pioneer of its kind in Asia.

The place itself was really most attractive. There were palms and flowers, and greenery with gravelled walks about, and in one corner a delightful bit of Japan, in the form of a Japanese garden with its waterfall, old rocks and little goldfish pool of sparkling water. Tea tables where more than tea was served, added to the effect and suggested a rest. When the



*Here in a corner of the roof garden of Yamato Hotel was a real Japanese Garden with waterfall, old rocks and shrubbery that made a delightful spot on warm days.*

"boy" had hastened away for the cooling drinks we ordered, we drew our chairs close to the parapet and sat back in sheer enjoyment of the panorama that was spread out before us.

At our feet lay *Ohiraba*, the Central Circle,—the hub about which the city was originally planned. It is about three hundred feet in diameter and is laid out with concrete walks, many shade trees, and formal flower beds. In the center is a statue of General Oshina, one-time Governor-General of Kuantung, who did admirable work in organizing the administration of the newly acquired province.

The most imposing buildings of the city were grouped about this circle—large, solid, and impressive structures, indicative of progress and permanence. Among those to which our attention was particularly called were the Civil Administration Office, the Yokohama Specie Bank, the Bank of Chosen, the Bureau of Communications, and the various Consulates of Europe and America. From the Circle ten broad and well-paved streets radiated like the spokes of a wheel, on which in the distance were other and smaller parks or circles from which other streets extended to serve the various sections of the city. From the roof, this was a most picturesque arrangement, although when we later came to go among them we found it somewhat confusing. Directly across the Circle from the hotel we saw *Oyama-dori*, a fine broad thoroughfare running due north, on which are located the principal shops and stores. This northern section is the commercial part of the city, while to the south, or behind the hotel, are the sections devoted to official and residential quarters.

To the east, we could see the great piers and the activities of the harbor with the industrial portion of the city adjoining to the south. Here, we were told with a great deal of pride, the *yufang* factories were located. We did not know at the time what *yufang* was or how important a part it played in the economic life of the city and of all Manchuria. This we found out later on. As we looked down from our five-story perch, the scene below us was one of continued activity. Motor cars came chugging up the boulevards, swung around the Circle to the hotel or to some of the big offices. A long row of



*Soya beans and bean products form the most important item of oil are shipped over the docks of Dairen to Japan, Europe and by noting the figure on the pile in the lower left hand corner. The round*

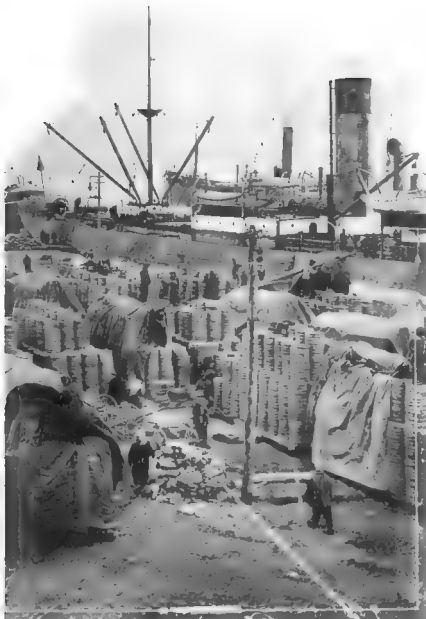
victorias,—comfortable, easy-riding and eminently the ideal vehicle for leisurely sightseeing—kept moving up and down the streets, while street cars made their noisy way—the same as they do at home. In the distance, across town, we saw a steam train coming in from Mukden and long rows of freight cars being handled at the piers. The foot traffic was heavy and the people moved along in continuous crowds.

Over to the west we saw a large expanse of trees and greenward, which we were told was *Nishi-koen* or West Park, a pleasure ground for the people. This was formerly a Chinese hamlet, which the Russians took over and started as a park that was afterwards improved and extended until it now covers some 400 acres. It abounds with willow, peach, acacia and other flowering trees, has two excellent Japanese restaurants; a baseball ground and tennis courts and a music stand where band concerts are given. At the far end was the agricultural experiment station and nursery. The park lies on a hill and has a splendid outlook over the city, though not, of course, as extensive as from the roof garden of the hotel.



*The chief mode of freight transport about the docks is by the heavy two-wheeled native carts, shown here.*





Manchuria exports. Thousands of tons of beans, bean cake and bean America. Some idea of the size of these shipments can be gained cakes are bean cakes, most of which is sent to Japan for fertilizer.

There was another park of especial interest to us, because it showed how closely foreign methods had been followed by the business men of Dairen. This was known as *Denki-yuen* or the electric pleasure park at the end of *Fushimi-dai* hill, the terminal of the tramway line. It was modeled after one of our own parks and was owned and operated by the street car company. Here, we found all sorts of devices for the entertainment of the public—merry-go-rounds, shoot the shoots, roller skating rink, roller coaster, shooting galleries, menagerie, restaurants, tea houses and moving pictures. At night, the place is brilliantly illuminated and attracted throngs of people.

#### Pleasant Days in Dairen

Vacation days at Dairen passed swiftly. The splendid Yamato Hotel provided everything for our comfort and the city itself offered a world of things to do and to see. As yet, Dairen is unspoiled by the trade of foreign visitors. It has many fine stores catering to the Japanese and Chinese population, where hours may be spent in looking over merchandise gathered from all parts of the region for sale to those who live here. Magnificent stocks

of goods, too—furs and silks—jewels and curios—as well as all the things that are used in daily life. To go through these places—to visit the markets—is to gain an excellent idea of the real life of the people in the place. Despite the fact that this is a great port, its attractions and possibilities as a tourist center have as yet been hardly discovered, and it has few of the places designed to cater exclusively to that vague but rich and desirable element known as the "tourist trade."

When the Russians designed their new city, they called it "Dalny." When the Japanese took it over, they changed the name to Dairen, which is the Japanese pronunciation of the Chinese characters for Talien, the name of the bay on which the city is built. This name literally means "Great Connections," and while its choice was probably accidental, it was also prophetic of the development that has come with the years under Japanese administration. We realized this when we visited the huge docks and piers and saw ships for the seven seas lying alongside, loading their cargoes direct from the cars on the rails. Dairen harbor is protected on three sides by low hills, and on one side has an unobstructed outlook on the Yellow Sea. Situated in latitude  $38^{\circ} 56'$  north—about the same as San Francisco—Dairen has the advantage of being the only port in Manchuria that is free from ice and open all the year. The waters of the outer harbor are naturally deep and allow entry of the largest steamers. Under wise administration, an inner harbor has been constructed giving a minimum depth of 25 feet at low tide. The original plan of the Russians called for two large piers, which were partially completed when Dairen came into Japan's hands. Work on finishing them was immediately begun, and a breakwater nearly two miles long was constructed, practically enclosing the harbor, which covers approximately 820 acres. We were amazed at the massive construction of these docks—solid masonry throughout—as well as by the great size of the piers. Of these, the pier known as No. 2 is the oldest, having been completed by the Russian regime. It is 2000 feet long and 350 feet wide. Pier No. 1 was unfinished when it came to Japan, and is larger, being the same length and 570 feet wide.



Above is the "Junk Pier," where the crude Chinese sailing craft are berthed.

The rapid growth of Dairen as the port of Manchuria soon overtaxed the capacity of these big piers and a third one was undertaken and completed. This is also 2000 feet long and 400 feet wide, and is made of granite like the others. The fourth pier is now under contemplation, and plans are being prepared for its building as soon as the traffic needs of the port demand it. The total length of the docking facilities is 13,000 feet, which will berth 34 ships at one time. There are 40 warehouses with a capacity of 250,000 tons of merchandise built directly on the docks. In addition to these three large piers there is a special one somewhat removed, which is reserved for the handling and storing of explosives, kerosenes and kindred articles of an inflammatory nature. One of the most picturesque features of the port—one which fascinated us every time we visited it—was the "junk pier," where the huge "bat-wings," as the ungainly Chinese sailing craft with the big wing sails are called, come to berth. There is a tremendous trade carried on in these vessels, and a whole pier is given over to them.

It was on the docks also that we got our first introduction to yufang—the soya bean—the bean that made Manchuria famous and the rest of China jealous. Here were thousands of sacks of this valuable product, awaiting shipment—piles of bean cake, and containers of bean oil—in such vast quantity that our curiosity was aroused and we began to ask about it. We had little trouble in learning much about it, for the industry is the predominant one of the entire region. What cotton is to the Southern States in America, what the corn crop is to the Middle West, what the wheat is to the broad prairies of Canada, the soya bean is to Manchuria. It is only in the last ten years that soya beans have figured in the commercial activities of the world, but in that time it has risen to a commanding position that constitutes nearly one-half of the value of the entire exports of Manchuria. Even as

early as 1899, the bean and its products, bean oil and bean cake, were called the "wealth of Manchuria," and today it has fulfilled the prophecy.

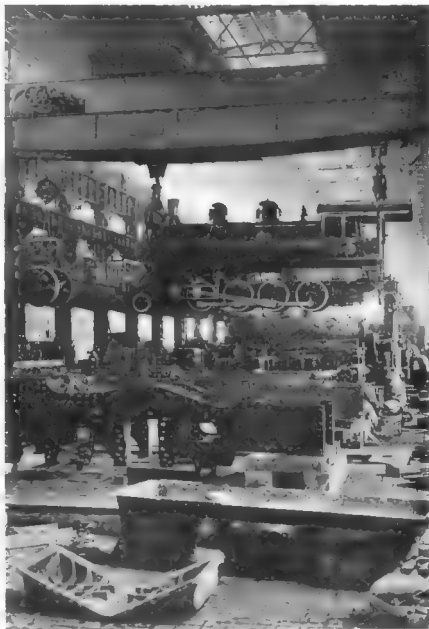
Soya beans are indigenous to Manchuria, and have been cultivated in some way or other there from earliest times. They were exported in a small way to China, Java and the South Seas for years, yet it is only in the last decade that they have attained the pre-eminent position they now hold. There are three different kinds of beans—the yellow, the green, and the black. As an article of trade, the

bean takes three principal forms, and these are: beans, bean cake and bean oil. Bean cake is the term applied to the residue of the bean after the oil has been extracted.

As an article of diet, beans play an important part in the daily menu of both the Japanese and Chinese. Japan probably consumes more beans in one form or another than any other country in the world. In the morning, as well as at other meals, they have a soup of *miso*, which is made from beans. As they seldom use salt in the seasoning of their food, the bean sauce, composed of beans and salt, takes its place. Another form that is used extensively is the *toufu* or bean curd, which has a prominent place in Japanese diet. The Chinese also use beans in the form of a paste (*chiang*) which they use on fish, meat and vegetables. Then there is the expensive Chinese sauce—*soy*—which is the Japanese *shoyu*—used by the restaurants and wealthy families.

Bean oil is used in cooking in the Orient and as a lubricant. In South China it is used in making waterproof cloth, umbrellas and lanterns. In Europe and America it has an important place in the making of soap, in cooking, when properly mixed with other oils—and according to a publication in Manchuria, is used in the manufacture of dynamite and explosives, dyestuffs, margarine, linoleum, and certain toilet preparations.

Bean cake, the third form of the bean, formerly used



View in the shops of the South Manchuria Railway near Dairen, showing locomotives in construction. They are built on standard American lines.





Here is the Yamato Hotel at Hoshigaura, the delightful resort at Star Beach, five miles from Dairen. It is under some management as the Yamato Hotel in the city.

by the Manchurian farmer as a food for stock, has now come into use as a fertilizer of great value. It has been found to contain elements superior to the fish fertilizer used for ages in Japan's rice paddy fields, and now an enormous quantity is exported to Japan for this purpose. The Chinese farmer does not use it in his rice fields as yet, but in Manchuria the vegetable grower uses it to good advantage. It has also been used in making a paint called *solight*, and another chemical composition that lends a waterproof quality to cement, mortar or concrete. These two combinations are Japanese discoveries and are now on the market. Some idea of the value of the soya bean crop to Manchuria was gained when we learned that it amounted to something over \$150,000,000 each year, of which three-fourths was exported. Of the total export, 30 per cent is in beans, and the balance in bean cake and oil. Japan and China use the beans. Japan uses the bean cake almost exclusively and the bulk of the oil goes to Europe and to America, where special arrangements have been made for handling it in bulk with tank cars and reservoirs.

While we were learning about beans we also heard something of kaoling. Kaoling, the tall millet, which is almost as important to Manchuria as the soya, has none of the spectacular rise to prominence such as attained by the other.

#### One of the World's Greatest Railways

No one can visit Dairen, if only for a day, without being deeply impressed with the work done by the great South Manchuria Railway. Although this system is of small mileage compared with other railway systems of the world, yet in point of progress, of up-to-date equipment, of service, and of far-sighted, public-spirited endeavor to build up the territory through which it operates, it ranks with any

of them. Its history is inseparably linked with the development of the whole of Manchuria, and it is an integral part of the prosperity of the continent. Not content with simply maintaining a transportation system, it has established schools for training its employees, has built fine hospitals, has maintained the finest research laboratories, with a corps of experts, who devote their time to investigating the resources of the soils and the development of proper and profitable industries. It has built great shops where the fine sleeping and compartment cars, the diners and comfortable chair cars, the powerful locomotives that haul the fast trains—the freight and goods cars and all other equipment, are built. And so well has it done these things that the traveler swells with pride when he sees the long train, the counterpart of those to which he is accustomed, running on standard-gauge tracks, awaiting him at Mukden or Changchun.

Not only has it done all these things and done them well, but it has gone farther in looking after the comfort of the traveler and built good hotels at its terminals—at Changchun, at Mukden, at Shingishu, and at Dairen, where the beautiful Yamato Hotel stands as a monument to its ambition.

The railway was originally built by the Russians, on the wide (five-foot) gauge. During the Russo-Japanese War it was taken by the Japanese troops and relaid to fit the gauge of Japan, which was three feet six inches. This enabled them to transport rolling stock from the mother country and use it in the campaign. The line extending from Dairen, Port Arthur to Changchun, with branches, rolling stock, rights of way and properties, including the



In addition to the hotel at Hoshigaura there are a number of comfortable "foreign" bungalows that are very popular—A corner of one of these is shown above.

coal mines, became the property of the Japanese government by the treaty of Portsmouth in 1904, and the South Manchuria Railway Company was organized to operate it. This took place in 1906, and the company was organized with an authorized capital of \$100,000,000, of which the Japanese government retained the ownership of 50 per cent. This joint ownership continued for about a year, when the interests of the government were taken over by the company in 1907.

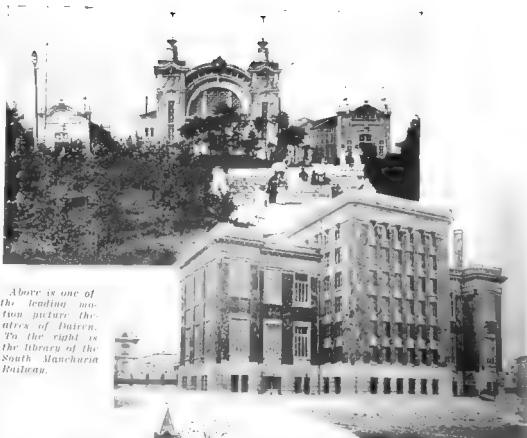
The speed with which the improvements were made, begun by the new organization, is one of the wonders of the Far East. With the territory it served in a state of chaos, with its physical properties in a deplorable, run-down condition, the road was, without a single day's interruption of traffic, broadened to the standard gauge of four feet, eight and one-half inches—and within a year had installed a complete equipment of cars, locomotives and other rolling stock. By 1909 the main line, consisting of 238 miles between Dairen and Suchiatun, was doubletracked with heavy rails, and tri-weekly express service connecting with the Trans-Siberian line was established.

One of the most interesting things we saw at Dairen were the great workshops established by the railroad company at Shakako, just outside the city of Dairen proper. Here was a complete plant of some 50 shops, where repairs and construction of all kinds, from tightening a bolt to building a complete train, is done efficiently and well. The buildings cover 245 acres and 2000 men are employed practically all of the year. Modern machinery has been installed in all departments, and 26 locomotives, 36 passenger cars and 130 freight cars can be handled by the repair shops at one time. Here, too, are shops where the equipment is built from the raw material up, as the works not only are capable of caring for all the company's own needs, but take on outside orders as well. Here, as elsewhere, when the railroad company did anything it did it in the most complete and thorough manner. Electric light plants, water and steam plants, everything that was needed for the betterment of the work, was provided on a big, progressive scale.

#### A Good Golf Course

"You must be tired after so much intensive sightseeing," said one of our Japanese friends, as we sat at tiffin on the roof of the Yamato and watched the Siberia Maru, with the house flag of the Toyo Kisen Kaisha, come through the breakwater and slip alongside its pier, on one of its regular calls at this port. "Why not relax a little for today and have a game of golf with me."

"Golf!" we repeated, astonished. "Of course we will play golf. But where in this part of the world can we



Above is one of the leading motion picture theatres of Dairen. To the right is the library of the South Manchuria Railway.



The above engraving gives an excellent idea of the fine character of buildings in Dairen. This is the Civil Administration Building.



The above engraving shows a view of the Chinese Custom House at Dairen.

go to play it—find a course on which to play?"

"I have ordered my motor for 2 o'clock," he answered, "and if you can be ready by then we will be on the greens before three."

We hastened our tiffin, changed to golf togs, skimming over a hard road, out of the town and toward the sea.



"This road," said our host, "is exclusively for the use of motors, and we usually cover the five miles in ten minutes, so you see it makes Hoshiguara very convenient for us who play."

It seemed that it was even less time than this before

we came around the foot of the hill, down the straight road and turned into the gardened grounds of one of the loveliest resorts in the Far East.

Imagine, if you can, a half circle of sand that in the afternoon was pure gold in color. Beyond it, a sea whose blue was the blue of the Mediterranean or of Monterey Bay.

At each side of the semi-circle, a bluff shutting it off abruptly from the sea. In the center a rocky promontory surmounted by a picturesque kiosk or pavilion that gave a wide outlook across the bay to the sea. Adjoining this beach was a large tract of land laid out in gardens and lawns, with winding motor roads and paths, affording a lovely setting for a number of bungalows, both American and Japanese in style, and the hotel—a rather rambling two-story rustic building which was the center of the activities. On the beach were a number of bath houses, from which, as we came along, a crowd of men, women and children were seen. We circled about the place in the motor, and then swung off to the golf links, which are situated on the rising land, behind the colony. Here we found a good nine-hole course—a really good one—of decidedly sporty character, that gave us a fine game. Going around, we found ourselves in cosmopolitan company—a Frenchman and a Spaniard, from Shanghai; several Englishmen; three Japanese, two Americans, and a Russian, for this is the finest summer resort in North China, and is very popular among the foreign residents from Shanghai and the coast cities. The links are in good shape, abound in natural hazards, each of the nine holes having its own individuality.

After the game we went to the hotel, where we had dinner and spent the evening. As we sat on the veranda looking out across the lawn to the beach and the bay, where the moon was just marking the water with its silvery path, we learned something about this remarkable place. Like nearly everything else in this region that is in the line of progress and development, Hoshiguara owes its inception and development to the railway company. A few years ago and all there was at this point was the beach and the hills. The tiny fishing hamlet did not even deserve notice. Its possibilities appealed to the far-seeing mind of one of the railroad officials, who realized the value of such a site as a watering place. A survey of its climatic advantages showed it had the most even and salubrious climate of any place on the Asian coast, and its scenic attractions were such as to delight the heart of even the most prosaic.

A tract of nearly 700 acres was secured and a garden park laid out along the cliffs and the beach. It was but a short time until the demands on it far exceeded its capacity, and then exten-

*Below is the Executive Office Building of the South Manchurian Railway at Dairen.*

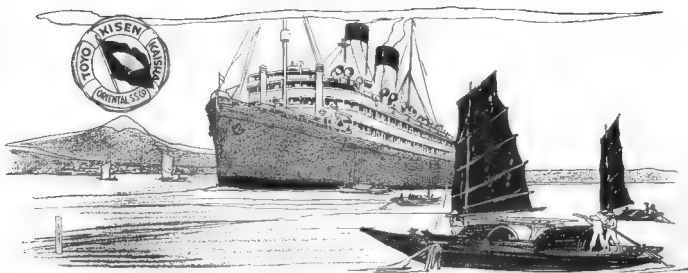


*The Central circle below is the Technical School maintained by the South Manchurian Railway at Dairen.*



*Civic pride is shown in the great Nippon Bridge shown on the left. An impressive and substantial structure. Below is the Dairen Commercial College.*





## EDITORIAL

OCTOBER, 1921—ISSUED SEPTEMBER 1ST

AN ILLUSTRATED MAGAZINE OF ORIENTAL TRAVEL AND TRADE DEVELOPMENT  
PUBLISHED ON THE FIRST OF EACH MONTH BY TOYO KISEN KAISHA  
BUSINESS AND EDITORIAL OFFICE: SUITE 308 625 MARKET STREET, SAN FRANCISCO  
JAMES KING STEELE, PUBLISHER AND EDITOR

### More Misinformation



OME of the daily papers in San Francisco are becoming known all over the country for the manner in which they twist the news to suit their own biased uses. Some of them are so bitterly anti-Japanese that any statement, made by returning passengers is changed to fit in with their propaganda. Many of those who come to this city, never see how their remarks have been misquoted, or at best so partially quoted, as to give an altogether different meaning from what was meant. A few, however, remain in town and are shocked and horrified to see how the press uses them to poison the public mind.

When this happens, they leave the city with a poor opinion of its papers, and never stop telling of what was done to them in the city by the Golden Gate. A single example of this treatment is illuminating.

Arriving on the Korea Maru recently were Mr. and Mrs. J. C. Esslinger, of New York. He is well known in import and export circles and has made numerous trips to the Far East, usually using Toyo Kisen Kaisha ships. Interviewed as to conditions in Siberia by one of the newspaper men, Esslinger gave him an unbiased statement of conditions in Siberia as they came under his observation.

All of these, as far as they were detrimental to Japan, were used, under glaring headlines with plenty of "reports" and "said to be" interspersed for safety sake. The press man then turned to Mrs. Esslinger and asked her to say whether she had had any unpleasant experiences on her travels. She stated that she had found nothing but courtesy and politeness wherever she went in Japan, the only thing that could be mentioned as being out of the ordinary having been when she happened to be in a car with an insane woman who acted quite strangely until removed by her friends. She did not have any personal contact with this party, but had simply been an interested observer.

What was Mrs. Esslinger's amazement when her remarks appeared in a paper the next day as follows:

"Mrs. Esslinger, in Kobe, was spat upon by a native and immediately after was attacked and thrown from a street car by a native woman. The police were looking on but

made no effort to protect Mrs. Esslinger or arrest those responsible for the attack.

"According to Mrs. Esslinger, the feeling against the Americans is so strong that tourists are afraid to venture out on the public thoroughfares after dark."

As a result of this malignant misquotation of her remarks, Mrs. Esslinger was greatly humiliated and disturbed, not only because of the slanders against a friendly nation imputed to her, but because of the false position such statements placed her in among her friends.

In commenting on the disgraceful treatment accorded her, Mrs. Esslinger said to a representative of JAPAN:

"There is not a word of truth in any of the statements attributed to me. I did not say that any one had ever spat on me as an insult, and the statement that I was assaulted by a woman in a street car is absolutely false. Any one who lives in the Orient knows that few foreigners ever ride in street cars, and that the police are always most efficient in case of any disorder. All the time I was in Japan we found nothing but the greatest courtesy and attention, and any statement that tourists are not wanted or are molested in any way is absolutely false. I am not pro-Japanese nor am I anti-Japanese. I have been among these people for several months and have never found anything but kindness and a genuine desire to render service. I do feel that justice is due to all, no matter what their race or color, and I deeply resent having such false reports credited to me.

"Travelers in Japan may feel assured that they are welcome and that they will be treated with every consideration, in spite of what such unprincipled papers may try and persuade them to the contrary.

"From my own unpleasant experience with the San Francisco papers, I would advise all returning travelers, especially the women, to be cautious about making any statements to the newspapers whatsoever, as they are liable to be misquoted, as I have been, and thereby placed in a most embarrassing position among their friends. It is the pernicious habit adopted by some of the newspapers of taking a few words of a conversation, without any regard to what goes along with them, and from them making a yarn suited to their prejudices."

(Continued on page 47)





## JAPANESE FOLK STORIES

Why the signal fires are lit and the smoke sent upward at the Bon Matsuri.  
Legend of how the Festival began a thousand years ago.

By SERENA JERREMS.



THE tale as told me was fascinating.

It took us from the hectic festivities of the O Bon, then at the peak of its celebration, back to the calm days of the early Emperors of China, when the world was young and the spirits of those who had gone, still kept contact with those they had left behind.

It took us into the scenes of the royal court and showed how even then as at this time, evil thoughts come home to those that think them. And with it all, it proved how strong the ties, that are bound by custom and how once a practice has been started, it becomes a part of the life of the people.

It was the last night of the Bon-Matsuri—nearer morning than night to be exact—as we sat in the semi-darkness of the long cool room, overlooking the city. The festival was drawing to a close—the crowds that had been participating in its activities had scattered—only a few loiterers were to be seen or heard and they were on their way home. The city was silent—relaxed after its vigil and its ceremonial. For three days, the tiny signal fires had burned before the homes of all Japan and the gay lanterns had twinkled in the graveyards, to guide the spirits of the dead first from their spirit abode, back to the place where they had lived and loved and then on the third night to light them on their way across the River of the Ghosts and back to spirit land again. Bon Matsuri is called the Great Festival, the Feast of Lanterns, the Festival of the Dead and also the Day of All Souls. It is held in honor of those who have passed into the spirit world

and is one of the great annual religious festivals of Buddhists of all sects. Originating in ancient China, it was observed for centuries as a part of the Taoist worship, and was one of the great days of atonement. How it became a part of the Buddhist ritual is not known but in the days of the Japanese Emperor Shomu, in the year 733 A. D., it is recorded that it was first

observed in Japan, after which it soon became one of the most important of the nation's religious observances. Like all the Buddhist rites, it is accompanied by well defined formalities and orders and those who participate are required to do certain things in uniform ways, at specified time, that the spirits may be properly honored and entertained. These preparations begin several days before the time of the matsuri and continue after it is over, for at least another day.

The sale of wares for the matsuri is held as a sort of fair, in the large cities, where certain districts specialize on them with booths and stores erected for the occasion devoted exclusively to the sale of these goods. Itinerant vendors, also fill the streets carrying their merchandise in baskets suspended from their shoulders on poles.

The offerings that must be procured are inexpensive, as the whole set can be bought for as little as one yen or as much more as is desired. The essentials are a horse made of straw—about eight inches in height—a cow made from egg plant; a white egg plant growing on a stem; a gourd with a part of the vine; a ground cherry plant complete with roots, stems; a number of kinds of water plants; a bunch of cat-tails; such fruits as green grapes, green persimmons, winter pears, and apples; tassels of green corn; a broad leaf of a lotus, on which to place these fruits; unripened millet; straw mats 2 feet wide by 2½ feet long; a small fence made of bamboo and green leaves, which is used to enclose these things, and a quantity of dried hemp seed. In some places instead of the horse and cow a small boat is used.

When these things are ready, the house is swept and cleaned, the yards and the paths of both houses and temples are newly brushed, and the Bon altar used for this occasion is made ready and

placed before the family altar that is an integral part of the living room of every Buddhist home in Japan. Bamboo branches are fixed to the corners of the altar, and a string is stretched between them. On this cord are hung the fruits, that have been procured for the occasion. The ancestral tablets are placed in the center of the altar and the straw mat before it. The little straw horse and cow or perchance the straw boat are arranged on the mat, so that the arriving spirits may find transportation awaiting them,





and the whole affair is surrounded by a fence made of green leaves. This is done on the first night of the Bon and then the hemp seed is placed in a flat dish and put at the entrance of the house. If the old ritual is closely followed, the householder lights it with a flint and tinder but that is too old fashioned in these days so the match comes into common use. As darkness falls the smoke rises in thin spirals, and the spirits see its signal or reception fire and come from their spiritual abodes to stay for a brief time on earth.

On the first night, a supper of sweet dumplings called sambo or dango, is spread to welcome them home again. This is repeated on the second night with sweet potatoes, eggplant and gourd and on the third night a more elaborate feast is made. This consists of rice wrapped in lotus leaves, white dumplings, sweets and spices. In the temples, a solemn service is conducted and the priests recite the prayers for the dead and partake with them of the viands so provided.

On this third night, the fires are again lighted and the lanterns again gleam in the burial grounds, while incense rises in great clouds, making an unusual spectacle. The fires of this night are no longer those of welcome but are of farewell, for they are lighted to speed the departing spirit on his way and show him the road that leads through the skies to the celestial home. Then the visitors, satisfied with their reception and the way things are going at the old homes, mount the little horses of straw and canter away into the night. That is, they do this, if they live in the big cities—if they are visiting in the hamlets and villages and towns of the sea shore or along the mountain lakes—for all Japan celebrates this festival in some way or other—they take their departure in the small boats of straw which the householder takes to the waterside, sets on fire and gently starts on its adventurous journey bearing the spirits of the past into the pure land of the west, — Nirvana — from whence the great Buddha came to teach and to which he returned.

So much we knew was done—this we had seen in the days just gone—we had visited the “Kusaichi” or fairs and had seen the people busy purchasing the necessary things for the Bon. We had walked through the streets and had seen the thin thread of smoke wafting its message of welcome to the spirits—we had looked into the houses and had seen the arrangement before the family butsudan and had made the rounds of the temples to listen to the crash of cymbals, the boom of bells and the drone of the liturgy of the dead. We had visited the cemeteries, and seen the crowds, winding in and out among the curiously shaped and gay colored lanterns that adorned the tombs, had breathed the incense that was being burned in clouds, and coming back had walked past the tiny fires of dried hemp seed and of pine sticks that sent up their thin threads of smoke—the “smoke ladder” of the spirits or as it is sometimes known the “smoke horse of the departed.”

Then we had returned to the home of our friend Hayashi and with him, sat silently looking out over the city, into the night where the hum of the evening’s festivities was even now beginning to merge into the murmur that comes with the first awakening of a new day.

The smell of smoke was in the air—smoke from the pine sticks—matsu—from the dried hemp seed—and from incense, wafted from a near-by temple. A thin veil of smoke rose over all the houses.

“Tell me,” I asked our host, “tell me, why do they light the small fires at this time? What is the significance of the thread of smoke that winds up and up until

it loses itself in the sky? I have seen many festivals in Japan and I know that all these things are done, as they have been done by the forefathers and usually there is some reason for their being done in just that way. Maybe you can tell us about it.”

Hayashi is a philosopher, a student of history and is more or less of an authority on all sorts of Japanese legends, so I knew that, if any one could enlighten us, he could. He did not answer at once, but sat smoking in silence for so long a time that I thought perhaps he had not heard me. Then, as if he had collected his thoughts and found his story he began.

“When you ‘foreigners’ come to Japan and ask us why such and such things are done, you often wonder why we cannot tell you, at once, the reason for them. All of these customs have been handed down to us from time immemorial, and many things are now done just because they have always been done and to dig back and find the reason for or the incident, perhaps, that started the procedure, is a task not for common minds. This is particularly true of most of the customs in vogue, during the celebration of the festivals. You ask me, why are the pine sticks and the dried seeds burned before our doors for the O Bon? It is a simple question but to answer it I must take you back to the beginning of things—far back into the old days of the royal court of China from whence so many of the customs and observances have come. The theory of the smoke, at this matsuri is this: This is the festival of the dead, at which time, those who have departed and now abide in spirit land are supposed to come once more and revisit their earthly homes. The smoke of the first days’ fire is to indicate the home to the approaching spirit—a welcome extended by those who are in the house. The smoke that rises on the evening of the third day, such as we have seen tonight, makes the ‘smoke ladder’ or as it is sometimes called, ‘the smoke horse’ on which the spirits are carried back to the celestial abode. The signal fire is easily understood but the ‘ladder’ or ‘smoke horse’ is more shadowy in its conception.

“As far as I have been able to learn this is how it started.

“A thousand years ago, in far Cathay, there lived a great and glorious Emperor who delighted in painting and in architecture. So much was he fascinated by these subjects that among the members of his court, none were in higher favor than the court painter and the court architect. Between these two, as might be expected, there was a great deal of jealousy, both personal, professional, and political. Then the great Emperor died and was gathered unto his fathers and his son—a young and inexperienced prince—came to the throne. Of course, like a dutiful son, his first duty was to mourn for his father and this went on for a long time. While his mind was thus only on his filial duties, the members of the court were otherwise engaged.

“One day, as he sat in state, the court painter came before him in great confusion. Questioned as to his distraught look and disordered dress, he said that he had had a vision and had seen the old Emperor in his celestial abode and had held converse with him. ‘Was my father well?’ queried the young ruler. ‘He was, your majesty, very well and happy but for one thing.’

“‘What was that which could make my father unhappy in the golden field of the pure land?’ quoth the King.

“The courtier made a great show of reluctance about telling his vision, but finally said, ‘Your father, honored sire, complained that as the greatest ruler on the earth he is entitled to as magnificent a palace, up there, as that

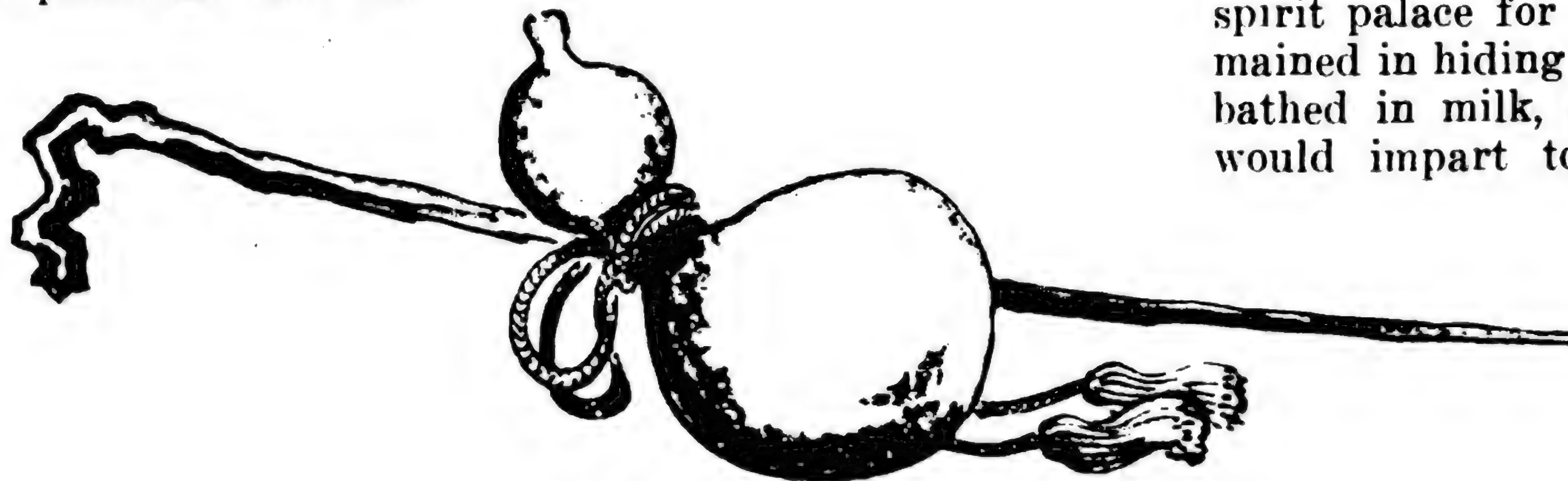


can in any way compare with this which he has left to you and which was built under his direction by his own faithful servants.'

"The young Emperor looked about him, on the magnificence of his abode, for the palace was one of the finest in all the world and he was sad for many days thinking how he could manage to make the spirit of his father more happy and at ease. One day when the court was assembled and discussing the matter, which had then become the sole theme of the day, he asked, 'Is there no way in which we can help the spirit of my august sire to be more satisfied in the land of the morning calm?' This was the question that the scheming painter had been waiting for and he answered it quickly. 'Only last night I had a second vision, oh Majesty, and in it I held converse with your father. To him I told of your grief and of all our griefs at the thought of his being so sad in a poor palace over yonder. Then I asked him, even as you are asking us, your servants, what we could do and this was his reply: "Let the spirit of my beloved servant, who built for me my wonderful palace on earth be sent to me so that he can construct a similar one here in this land, where the spirits dwell." Then again I asked him, "How, oh, my Lord, can the spirit of your servant rise and find you in that land?" And he answered, "Build now an altar and let him ascend from it, riding the horse of its smoke and when I see him I will guide him to the place where I would have him build."'

"This delighted the boy, and he agreed that it was the only thing to be done. 'Summon the architect,' he said, 'and let us arrange for him to go at once.' When the architect came before him, and was told the message conveyed by his enemy, the painter, from the old king, he saw through the plot at once. He was too good a politician and too suave a courtier, however, to object, but answered that he was glad to know that his former master still remembered his talents and was proud to be called

on to help, even at the expense of his life. He only asked that he be given the privilege of constructing the pyre on which his body was to be burned and from which the smoke horse was to take its impetuous journey to the skies.



This, he said, would take but a short time, a single moon being sufficient.

"Thus the matter was settled.

"The court was on tiptoe with excitement and the architect, the only one apparently undisturbed, set about building the great altar that was to be his bier.

"Cunningly designed it was, with a great hollow in the center to give the winds passage and to make the fire burn the hotter. Tall and massive, it stood on a hill not a great distance from his house.

"When it was completed, the architect made formal calls on all his friends, dressed himself in his funeral garments and mounted the pyre in the presence of the king and all the court, carrying messages from the son to the father. The fire was lighted and began to rage with great heat and soon in flowing panoply of sable smoke, the huge 'smoke horse' rose and ascended to the heavens. Those who stood by thought that the rider was the spirit of the fated architect, and the friends of the painter, who were also enemies of the other, rejoiced that they had thus made way with him. In this, they were mistaken, for the smoke horse went up without a rider at this time. The cunning architect in building his fiery tomb had left a hollow space in the center and when the smoke, which he had arranged to be especially black, began to rise and thus hid him from view, he slipped down the hollow opening to the ground and crept through a tunnel that he had dug extending from the pyre to his own house. When the fire was out and the whole mass consumed, there was no trace of the man or his clothes found and all marveled, regarding as a good omen the way he had been taken to the realms of the dead.

"During the next three months, while the court painter and his friends made merry because they had removed their enemy—while the young King waited for another message from spirit land, telling him that his father was pleased with what he had done—the architect, supposed to be in the skies building a spirit palace for the spirit emperor, remained in hiding in his house. Daily he bathed in milk, and ate such foods as would impart to his countenance, an ethereal look.

"At the end of three moons, he looked like a spook, thin, white and emaciated—bleached as to color,

and hollow-eyed. Then one day, when all the court was assembled about the Emperor, without warning he appeared before his lord. Unmindful of the terror he oc-

(Continued on page 43)





Above from left to right are seen Mrs. F. S. Esslinger of New York, who returned from an extended tour of China and Japan; Mrs. C. D. Sutton of London; Miss Soda Cowan, talented scenario writer, and her mother, and Mrs. Frederick Nathan, noted club-woman of New York.

## TOLD ABOUT THE TRAVELERS

### American Girl Thrills Japan With Aerial Gymnastics

Touring Japan while delicately poised on the wing tip of a soaring airplane is an unusual, and to most persons, an undesirable way of traveling, but it was the mode used by Miss Babe Kalishek of the United States, who returned from her novel trip through Japan on the Shinyo Maru.

Miss Kalishek is an aerial acrobat, one of the few feminine Locklears in the world, and the only one who ever performed for the edification and wonderment of the Japanese. She is all this at the tender age of 18, when most girls are still arguing with mother as to the propriety of going to the movies with company.

### One of Many Feats

Strolling nonchalantly from the cockpit to the tip of a wing 3000 or 4000 feet above the surface of the earth was only one of the feats with which Miss Kalishek took the breath of the Japanese. Parachute jumps are stunts which even the aviators of the Japanese army perform warily and with caution, and no more often than they have to, but the 18-year-old American girl showed just how it ought to be done.

Wing walking is a feat that only one aviator in Japan has ever at-

tempted, said Miss Kalishek. This daring airman is K. Uchimoyo, who got columns of comment in the Japanese press when he essayed this stunt.

Miss Kalishek flew with Barr's Flying Circus, which she joined last March. The other members of the troupe were Jack Schmidt, Peter Moroshi and Stub Campbell. K. Kusheviki was the Japanese manager of the circus.

### Started With Thrills

The peculiar part of Miss Kalishek's history is that she never saw an airplane except in the air until last fall, and yet in March she was climbing around on one and doing stunts that even old airmen rarely try. She was in theatrical work in southern



Left—Mr. and Mrs. S. Schreema and family returning from Europe to China. Center—Dr. F. C. Turner is in the lower right hand corner, with Mrs. Turner above. William Nelson is beside her. Right—Mrs. Robert Carroll, who, for the past two years, has been living in Yokohama, now back in San Francisco.





Pictured above are some of the prominent passengers arriving recently in San Francisco on Toyo Kisen Kaisha steamers. From left to right they are Miss Carmen Prieto of Manila, Mr. and Mrs. J. C. Worley, Mr. and Mrs. Fenwick Oliver, who arrived on the new Rakuyo Maru, and Mrs. Eva Volger, en route around the world.

California when she first witnessed aerial acrobatics and was seized with a desire to try it herself. She had her chance when the Barr circus gave her a tryout. Her nerve and daring were so phenomenal that she signed a contract for the Oriental trip.

Miss Alice B. Wittenberg of 30 Grand Avenue, Oakland, who with her mother, Mrs. Edward B. Wittenberg, arrived from the Orient on board the liner Shinyo Maru, will have many strange and wonderful tales to tell her classmates at Mills College when they gather in a few days for the opening of what will be Miss Wittenberg's senior year at the east bay school.

Four members of the Japanese diplomatic service arrived on the Shinyo

Maru en route to their stations in America and Europe. Of these, S. Nakayama has been assigned to the position of third secretary to the Japanese Ambassador at Washington, D. C.; Kamabe and S. Narouse will be attached to the Embassy in Switzerland, and S. Karc has been assigned to the Japanese Embassy in Berlin.

A number of Japanese instructors and students from the Imperial University, Tokyo, who have come to the United States to carry on research work, also arrived on the Shinyo Maru. Included in this party are Seitaro Isuboi of the Department of Petrology; K. Furukawa, Department

of Railway Engineering; M. Shiba, Medical Department; M. Imai, Department of Agriculture; K. Yoshizawa, Department of Mining Engineering, and H. Oana and K. Shibasawa, Department of Electrical Engineering.

#### Brings Children to California for School

Mrs. R. T. Carroll, whose husband is in charge of the Goodrich Rubber Company's interests in Japan, arrived with her three children—Newton, Richard and Paul—on board the Korea Maru, from Yokohama. Mrs. Carroll intends, after placing the children in schools in California, to rejoin her husband at Yokohama.

Master Newton Carroll was de-  
(Continued on page 39)



Left—Children arriving on the Tenyo Maru. Right to left—Patricia Lamb, Pauline Sutton, Harriet Duncan, Barbara McCallie; back—Pepita Sutton. Center—Mrs. Richard T. Harris and her daughter, Miss Isobel Harris, of New York, who accompanied Mr. Harris. Right—The children of Mr. and Mrs. R. P. McQuish, prominent financier of Shanghai, who returned on the Korea.



Above is Mrs. C. G. Van Der Feen of New York, who sailed on the Tenyo Maru to join her husband in Hong-kong, where he is connected with the American Express Company.

To the right is Mrs. Gwendolin Choisy, who writes poetry as well as she plays golf, which is another way of saying that she does both exceedingly well. She was one of the most energetic members of the Sports Committee.



To the left is Miss Florence Hyde, niece of Governor M. Hyde of Missouri, who returned from an extended tour of the Orient and Japan. She was accompanied by her brother and mother.

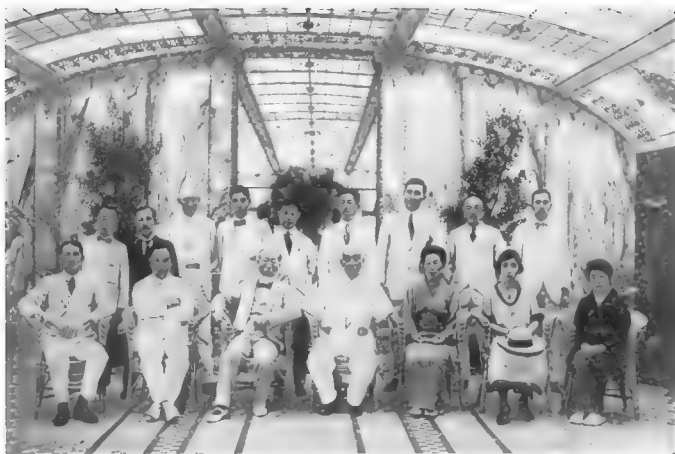


To the right is Mrs. H. A. Stringfellow, one of the brides on the Tenyo Maru, who sailed for Shanghai, where she will make her home.

To the left is another bride, Mrs. E. A. Drey, whose marriage took place in San Francisco a few days before sailing.







On the maiden trip of the S. S. Taiyo Maru, the newest addition to the fleet of Toyo Kisen Kaisha, from Yokohama to Hongkong, S. Asano, the president of the steamship company, and his party, were passengers. During his visit in Hongkong, Mr. Asano was the motif for much entertainment, and in return entertained frequently on board the steamer during its stay in that port. The photograph shows the members of the president's party, which included Mr. J. Yasuda, director of Toyo Kisen Kaisha and one of the most prominent financiers of Japan. Reading from left to right, seated—Mr. Y. Tsubouchi, Manager Hongkong Office; Mr. Y. Yasuda, President, Dai San Gingo; Mr. J. Yasuda, Director, Toyo Kisen Kaisha; Mr. S. Asano, President, Toyo Kisen Kaisha; Mrs. S. Asano, Miss K. Asano, Mrs. Y. Tsubouchi. Back row, standing—Mr. K. Ihara, Head Office, T. K. K., Yokohama; Mr. G. Inouye, Secretary to Mr. Yasuda; Mr. E. Thorpe, Freight Agent, T. K. K., at Hongkong; Mr. F. Nakahara, Port Captain, T. K. K., Hongkong; Mr. T. Komatsu, Secretary to Mr. Asano; Mr. T. Daigo, Head Office, T. K. K., Yokohama; Mr. T. Masaki, Superintendent Engineer, T. K. K., Yokohama; Mr. K. Toyoi, Superintendent Engineer, T. K. K., Hongkong; Mr. Y. Inada, Commissary Department, T. K. K., Hongkong.

#### TOLD ABOUT THE TRAVELERS

(Continued from page 37)

clared by passengers on the boat to have been the life of the various parties and entertainments held during the voyage. The youth's dancing, especially, is said to have won the favor of the feminine members of the ship's younger set. Asked about the truth of the tales of his prowess on the dance floor, the youth blushing stated that his only instruction in ballroom behavior had been received from his mother.

Although she admitted being posted on some of the intricacies of modern dance steps, Mrs. Carroll stated that her chief interest in life, outside of her children, is the study of the chemistry of rubber. Her knowledge along this line, she said, has enabled her to work with her husband and to be of material assistance to him in his business.

#### Japan Welcomes Plap, Diplomat States

Japan welcomes the proposed international disarmament conference in Washington this fall and will enter harmoniously into any pact that insures world peace, according to S. Kuriyama, newly appointed secretary to the Japanese embassy in Washington. Kuriyama, accompanied by his wife, arrived in San Francisco from Tokyo on the steamer Korea Maru.

"But if the United States and England," said Kuriyama, "continue to add to their already paramount navies, Japan must also continue her naval program."

Speaking of the United States proposal that the island of Yap, awarded Japan by the Peace Conference, be internationalized, Kuriyama said that it was his country's desire to settle

the question amicably with the United States.

During the Peace Conference Kuriyama was secretary to the Japanese ambassador in Paris.

#### Out of Siberia

After eighteen months of imprisonment by Soviet authorities and a thrilling escape from prison at Blagovestchenk, Miss Madejda Hayeff and her father, Vasily Hayeff, arrived on the steamer Korea Maru from the Orient, en route to New York. At one time the owner of a string of stores throughout Siberia, and possessed of a great fortune, Hayeff comes to America with his daughter, the sole survivor of a family of six persons, and with only two establishments of the twenty he once owned—a store at

(Continued on page 41)

# The Fall's Newest Modes

A new close-fitting coat of Casha Cloth and Caracul.

A luxurious Kalinaky wrap with graceful sleeve

Dyed stitch lavishly adorns a suit of duvetyn.

Fashions, courtesy of  
I. Magnin & Co.  
San Francisco

The shoulder straps are a novel feature of a georgette crepe frock.

An evening frock of chiffon velvet has an unusual train.

Exquisite brocade and velvet combine their charms for evening.



## TOLD ABOUT THE TRAVELERS

(Continued from page 39)

Harbin and a branch at New York.

The story of hardships endured by father and daughter was told aboard the Korea Maru by Nicholas N. Ivanoff, head of the New York office of Hayeff's firm, at 149 Broadway. Neither the father nor his handsome daughter speak English.

Speaking through Ivanoff, Miss Hayeff said:

"My father watched store after store disappear in the hands of the Bolsheviks, as town after town fell before them in Siberia. At Irkutsk, Chita and other cities the Bolsheviks seized all factories and stores. Finally they came upon us at Blagovestchensk and there, not only seized our property, but ordered us under arrest.

"For eighteen months we were in prison, not knowing what fate to expect. Some of our relatives disappeared and from time to time our fellow prisoners would vanish, we knew not whither. Opportunity came at last for us to make our way to freedom. I dare not reveal the details, but we crossed the Amur river in disguise, and with the help of friends managed to elude our pursuers. That was in September of last year."

Mrs. F. H. Chappell and daughter, Miss Marian Chappell, of New London, arrived in San Francisco as passengers aboard the steamer Tenyo Maru, after touring the Orient for four months. The Tenyo made fast time by steaming from Yokohama to America in twelve days. In order to accomplish this the course of the vessel was directed over the great circle route.

Mrs. Chappell said:

"We had a delightful time in Japan and China and experienced only courtesy and the best of treatment from the people of both countries. We traveled into the interior of China as far as Hankow."

## Women's Status in East Improving

Guided by the example of her sisters in the United States, the women of China and Japan are becoming more independent each year, and in a score of years will be on perfect equality with the men, according to Mrs. Frederick Nathan, wealthy New York club woman and social worker, who arrived on the steamer Tenyo Maru after a four months' trip in the Far East.

Mrs. Nathan is a Daughter of the Revolution, honorary president of the New York Consumers' League, vice-president of the National Consumers' League, vice-president of the Association to Promote Proper Housing Con-

ditions for Girls, vice-president of the National Institute of Social Sciences, and is also an officer in many other prominent organizations. She went to the Orient to study the cause of girls and women and, after visiting in California for a few weeks, will proceed to New York. Mrs. Nathan said:

"Education of the youth of the Orient is fast breaking down the barriers of inequality between the sexes. I found two women's clubs in Tokyo, and I addressed them both. I spoke to 400 Chinese in Peking who had graduated from our universities, and learned that the Chinese are becoming quite tolerant toward the women on all matters pertaining to greater liberty for the so-called weaker sex.

"I was surprised to note how the women of the Orient seemed to keep well informed. In all places I met delightful native women who knew what we in this country are attempting to do for girls and women. I was the guest of honor at numerous official dinners in Japan, China and in Manila. General Wood, who was my host in the Philippine capital, made a splendid impression among the Filipinos and the majority there would like to see the General assume the position of chief representative for the United States."

Baron N. Kanda, Noted Educator, in San Francisco

K. Kanda, of the Passenger Department of Toyo Kisen Kaisha, was a busy man during the visit of his uncle, Baron N. Kanda of Tokyo, who was in the city for several days preparatory to sailing for Honolulu to participate in the Pan-Pacific Educational Conference. He had just returned from a tour of several months in Europe and the Eastern States.

In speaking of the Conference, he said: "This will be a most important conference, as it will bring into close touch representatives of America, Australia, New Zealand, China, Japan, and other countries which border on the Pacific. The results of the conference, at this early date, can be only problematical, for it is the first time in the history of the world that such a gathering has been attempted. Educators from many nations, each representing a different system of education, will meet and exchange views.

"That it will make for more friendly relations between the countries represented, there can be no doubt. I am sure that each country will benefit enormously from the better understanding of each other gained through a study of educational systems."

Baron Kamada left Japan last

(Continued on page 45.)



# CLIFT HOTEL

"Where Service Predominates"

Headquarters for travelers from the Orient and all parts of the world

**300 ALL OUTSIDE ROOMS**  
each with private bath

**POSITIVELY FIREPROOF**

Homelike With A Personality  
Distinctively Its Own

**EUROPEAN PLAN**

Wireless at our expense your request for room reservations

FREDERICK C. CLIFT  
PRESIDENT AND MANAGING DIRECTOR  
GRACE AT TAYLOR STREETS

## SAN FRANCISCO

# HOTEL PLAZA

SAN FRANCISCO



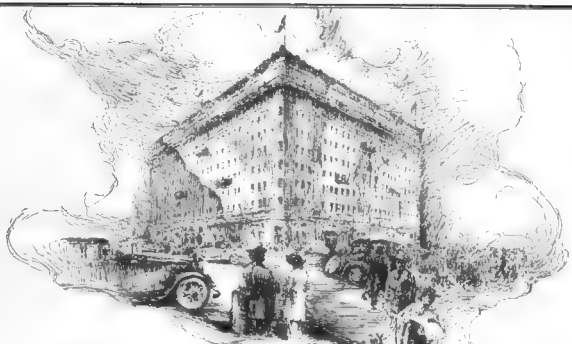
## At Union Square

The Plaza gives the best values in the three important things in hotel accommodations—

**LOCATION  
SERVICE  
RATES**

European, from \$2.00

CARL SWORD, Manager



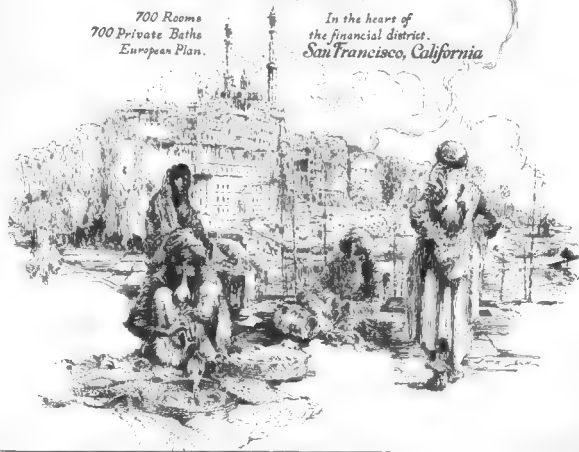
# The Palace Hotel

Management of Halsey E. Manwaring.

where *Historic Ties*  
for seventy five years have bound  
the "Occident" to the "Orient."

700 Rooms  
700 Private Baths  
European Plan.

In the heart of  
the financial district.  
*San Francisco, California*





## JAPANESE FOLK STORIES

(Continued from page 35)

casioned, he made his ceremonious obeisance and reported that the work which he had been sent to do, was completed and that he had therefore returned to his post at the Court.

" 'And was my father pleased with what I had done?' asked the son on the throne. 'Well pleased, indeed, sire,' answered the other, 'extremely happy as far as the matter has gone. I have completed the palace, and done all that I could do, and there is but one thing lacking to make your honored father completely happy.' 'What is that,' breathlessly asked the King. 'What more can we do to insure the peace and happiness of my father.'

" 'It is, indeed, but a small matter,' was the reply. 'The palace stands ready, but there is no one in all the celestial world who can decorate it in a manner to suit the taste and pleasure of the old Emperor. He asks, therefore, that you send to him his talented servant, the court painter, that he may paint the walls and decorate the rooms as they should be. He also asks that this be done today as he is weary of waiting for his home.'

"The King was glad to have such a favorable report, and immediately ordered that the pyre be prepared and the unfortunate court painter be placed thereon. This was done there and then, and soon the flames were roaring about the scheming politician, who was compelled to mount and ride the smoke horse to the realms of the dead."

Such was the tale that Hayashi told as we sat in the night overlooking the city with the smoke wreaths making tiny spirals into the sky. And this, he said, was the way the thing began and the reason why every house now provided its ladder of smoke or its smoke horse for the convenience of the spirits, who might visit it on the nights of the Bon Matsuri.

## THE QUESTION OF DUAL CITIZENSHIP

(Continued from page 13)

"We are trying in our small way to cement the great and ancient friendship between America and Japan by loyalty to the home in which we live; and we respectfully petition that at the coming session of the Japanese parliament, legislation be enacted, whereby those of Japanese descent can select their own citizenship without restriction of law, and, having once made such selection, can remain as citizens of that country without any question of dual allegiance."

Simultaneously with the dispatch of the above petition to Japan, the Hawaiian Japanese memorialized President Wilson, asking for his good offices in securing the desired revision of the Japanese law.



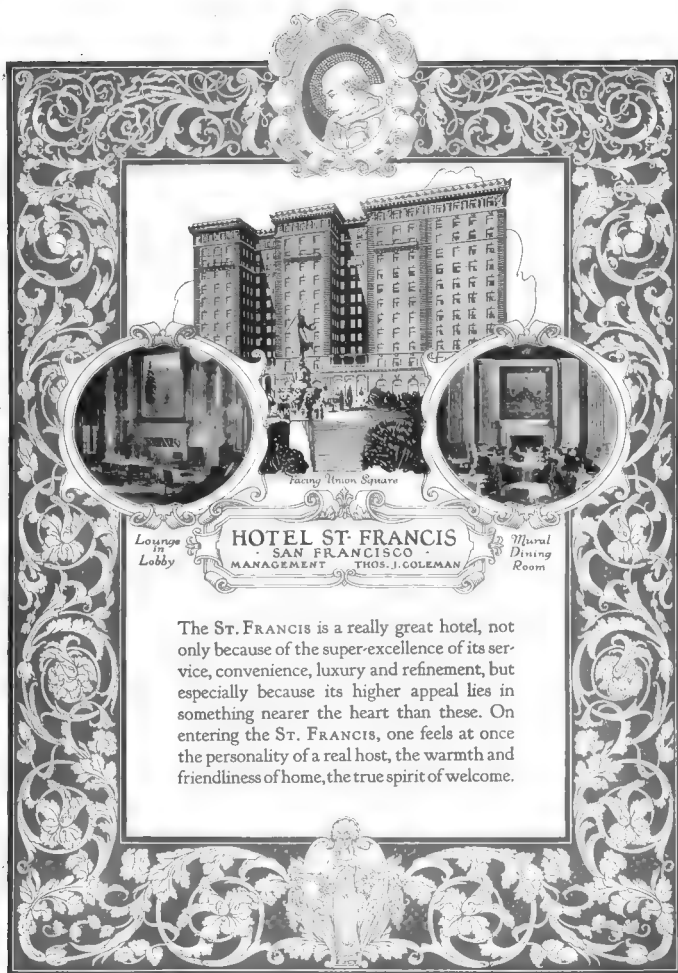
In conclusion it is only fair to add a few words as to America's duty with regard to this question. It is obviously wrong to make the Japanese nationality law the sole object of attack, and say nothing against European nationality laws which are more out of harmony with the American law. What America should do is to have a conference with all foreign nations whose nationality laws conflict with her own, and thus arrive at an agreement which will eliminate the mooted question of dual citizenship. It seems to me that the matter might well be submitted to the League of Nations whose object is to dispose of just such questions involving international conflict of laws. When Pacific Coast agitators single out the Japanese nationality law as an object of attack and close their eyes to the more unreasonable laws of European nations, I am compelled to doubt their sincerity and question their motive.

J  
A  
P  
A  
N

*I. Magnin & Co. Shops*  
*of Exclusive Apparel*  
*for Women*  
**Throughout California**  
*Provide every facility for*  
*convenient selection*  
*of modes for all*  
*requirements.*

**I. MAGNIN & CO.**  
**SAN FRANCISCO**  
*Shops at*  
**LOS ANGELES**  
*The Ambassador*  
**PASADENA**  
*Hotel Maryland*  
**SANTA BARBARA**  
*The Arlington*  
**CORONADO**  
*Hotel del Coronado*  
**DEL MONTE**  
*Hotel del Monte*  
**I. MAGNIN & CO.**  
**SERVICE BUREAU**  
*The San Francisco shop will give*  
*personal assistance in shopping*  
*to patrons in and out of town.*





*Facing Union Square*

*Lounge  
in  
Lobby*

**HOTEL ST. FRANCIS**  
- SAN FRANCISCO -  
MANAGEMENT THOS. J. COLEMAN

*Mural  
Dining  
Room*

The ST. FRANCIS is a really great hotel, not only because of the super-excellence of its service, convenience, luxury and refinement, but especially because its higher appeal lies in something nearer the heart than these. On entering the ST. FRANCIS, one feels at once the personality of a real host, the warmth and friendliness of home, the true spirit of welcome.



# TOLD ABOUT THE TRAVELERS

(Continued from page 41)

March to attend the International Parliamentary Commercial Conference, which was held in Lisbon, Portugal, during May. After that conference he toured Italy, Spain, Portugal, Switzerland, France and England, returning to the United States in time to attend the recent centennial celebration of Amherst College, of which he is a graduate. At this celebration the honorary degree of Doctor of Laws was conferred upon him.

On his travels through Europe, Baron Kamada was accompanied by his daughter, Mrs. Yurika Takagi, the wife of a professor in the Japanese Imperial University, Tokyo.

## Sails Honeymoon Seas

Mrs. H. A. Stringfellow was one of a half dozen brides to sail from San Francisco on the *Tonyo Maru*, the second "honeymoon ship" to leave this port within a week.

Mrs. Stringfellow was formerly Mrs. Pauline Smith Brackin, of St. Thomas, Ont. Her husband's parents, live at 620 North Twenty-third street, St. Joseph, Mo., where the young couple have been visiting.

They will live in Shanghai.

Another couple sailing o'er honeymoon seas on the *Tonyo Maru*, bound for a blissful Oriental sojourn, were Eugene A. Drey, a New York manufacturer, and his bride, formerly Mrs. Juanita Fettes Klemm, of Gotham, after whirlwind episodes that featured their romance during the last few days ashore.

A speedy courtship, linking several American cities from New York to San Francisco, culminated in marriage the day before the steamer cast off for the Far East.

Mr. and Mrs. C. G. Ruby returned to the Orient on the *Tonyo Maru*. Mr. Ruby is an instructor in Pekin University and is returning to take up his duties there after a visit of several months in this country.

## France Sends Aviation Instructors to Japan

Major Marcel Journeaud, one of the heroes of the war, and Captain Roger Pordatz, of the French air service, left San Francisco on the liner *Korea Maru* for Japan. Japan is sending to France two of her leading airmen as an exchange courtesy.

Major Journeaud was in charge of the observation division of the First French Army Corps, stationed in Champagne. He is credited with more than 100 flights over the German lines and German cities.

(Continued on page 48)

"Tourists are cordially invited to attend our daily flower show"

## Podesta & Baldocchi FLORISTS

Mail or Telegraphic Orders Most  
Carefully Executed

224-226 Grant Ave. San Francisco



**The Golden Pheasant**  
32 GEARY STREET SAN FRANCISCO  
THE RESTAURANT REFINED  
Achievements in the Art of Cook and Candy Making

# HOTEL STEWART

On Geary Street, Just Off Union Square

## San Francisco

### Moderate Rates

Breakfast 50c, 50c, 75c.  
Lunch 50c (Sundays 75c).  
Dinner \$1.25 (Sundays \$1.50).

New steel, concrete and brick structure. 400 Rooms, 300 Connecting Bath Rooms. A high class hotel at very moderate rates. Homelike comfort rather than unnecessarily expensive luxury. The Stewart is known favorably in the Orient, the Antipodes, the Hawaiian Islands and to the Tourist. In the center of the theatre and retail district. On car lines transferring to all parts of the city. Motor bus meets all trains and steamers.



CHARLES A. and HARRIET STEWART, Proprietors



**WHEN visiting  
Los Angeles you  
will find it to  
advantage to  
sojourn at Hotel  
Clark. Every  
desired luxury,**

refinement and convenience. Situated in the heart of the city. Easily accessible to theatres, stores and public buildings. Car lines to beaches, mountains, missions, just a few steps away. Write for illustrated folder.

FREE AUTO BUS MEETS ALL TRAINS

**FIVE HUNDRED and FIFTY-FIVE  
ROOMS with private bath**



F. M. DIMMICK  
Lessee and  
Manager

Both European and  
American Plans





## ORIENTAL HOTEL-KOBE FINEST IN THE FAR EAST

Cable Address: "Oriental" KOBE

American Plan—Rates on Application

Located on the Bund and in the Center of the Business Section of the City. Five minutes' walk from Sannomiya Station and the American Hatoba. Roof Garden Commanding Unobstructed view of Harbor and City with Hills in the Background. Fireproof, Steel, Stone and Brick Building. Hot and Cold Running Water, Steam Heat and Telephones in Every Room. Electric Elevator Service. Large and Handsome Foyer. Best Orchestra

in Japan. European Steward. Completely Equipped Garage.

New Banquet Ballroom and Theatre recently completed and now open for Private Dances, Receptions, Theatricals, Dinners, Lectures, Concerts, Motion Pictures, and meetings of all kinds. Banquet capacity, 350 persons; concert capacity, 700 persons. Completely equipped stage with scenery, lights and dressing rooms. European steward in charge.

*Under the Personal Direction of KENT W. CLARK*



*View of the New Ball Room, Oriental Hotel, Kobe, showing hardwood dance floor and stage at far end.*



## JAPANESE COLLECTORS AND WHAT THEY COLLECT

(Continued from page 11)

batrachian. Anything in any way connected with frogs charms him. He has 300 frog items in his collection. He has figures, utensils, articles of all sorts, toys, pictures, picture post-cards, books, advertisements,—but all must be frogs or somehow related to frogs. His visiting-cards, his seals (and every Japanese carries a seal), bear frog-designs. His collection has become famous and well-known artists have painted frog-*kakemono* for him. One of these, by a really famous artist, represents a lady standing beautifully dressed; every article of her clothing is, however, in some way "ranine"—it may be in the outline, or in the draping, or in the delicate figuring, but there are frogs everywhere. Another *kakemono* by our good friend, Awashima San, represents a battle of frogs.

We might run on indefinitely, but refrain. There is no land where collectors more abound; there is none where the collector is more tolerantly treated. With us, outside of a few lines of generally recognized respectability, collecting is worse than an amiable weakness; the collector is queer at least and meets little sympathy; if enthusiastic he is *mad*. In Japan no one questions the legitimacy of any fad and sympathy with the collector is general. One may belong to the *Nasutsu-Kai* or the Match-papers Society and still be in his right mind; one may be a Daruma-man, or a frog-man, or a snake-man without fear or offence. Is it not curious that among a people whose fundamental idea of social organization is the group and not the individual, the most astonishing independence in personal fads and fancies is so happily tolerated?

## EDITORIAL

(Continued from page 32)

### Who Will Represent Japan at Washington?

The experience at Versailles taught the Japanese that success or failure in an international conference depends much on the selection of the representatives. Now that Japan has accepted President Harding's invitation to take part in the disarmament conference, the question as to who shall head the Japanese delegation has naturally come to the fore.

Almost a dozen of Japan's foremost statesmen have been named and the factions supporting them have been holding rallies. At first the Seiyukai, the party in power, deemed it desirable, in view of the magnitude of Japan's interests involved in the conference, to send their chief, Mr. Hara, the Prime Minister, who is claimed to be the most experienced and ablest of statesmen in Japan. Mr. Hara, however, seems to be unwilling to come, on the ground that domestic politics require his constant attention.

There is a cry among the liberals to send Mr. Ozaki, the former Minister of Justice and a most earnest champion of disarmament, but the proposal is considered out of the question because of the limited political influence which he now commands.

The Military group has come out for Count Gombei Yamamoto, Admiral, and at one time Prime Minister. They argue that the coming conference will be occupied not with nice diplomatic etiquette but with practical world problems in which Japan's interests are at stake. No one who falls short of being a far-sighted, dauntless, earnest statesman ought to represent Japan. They insist that Admiral Yamamoto alone can uphold Japan's honor and dignity and defend her interest in the coming conference.

The navy has also its own idol. Admiral Saito, now Governor-General of Chosen, an able, liberal, experienced statesman, is chosen candidate of the naval faction.

(Continued on page 53)

## EAST OR WEST

Ambassador comfort and service  
await you.

IN CALIFORNIA

### THE AMBASSADOR

American and European Plans Los Angeles

### THE ALEXANDRIA

European Plan only Los Angeles

AND IN THE EAST

### THE AMBASSADOR

European Plan only Atlantic City

### THE AMBASSADOR

European Plan only New York City

RATES are MODERATE

The Ambassador Hotels System



## Chicago's Wonderful New Hotel



THE DRAKE is worthy of the great American city in which it is located. Far famed for its beauty of location overlooking Lake Michigan. Guests are only five minutes from the shopping, theatre, and business centers, yet enjoy refreshing lake breezes and restful quiet.

Rooms for two as low as \$3 per day each person.  
Single rooms \$5 per day and upward. All rooms with bath.  
WRITE FOR ILLUSTRATED BROCHURE

### The DRAKE

LAKE SHORE DRIVE AND UPPER MICHIGAN AVE.  
CHICAGO

Under direction of The Drake Hotel Co.  
Owned by THE BLACKSTONE



Guests of THE DRAKE have opportunity to enjoy diversified pleasure excursions to the average city can't get. Bicycles, wheel-barrow, bathing, yachting, tennis, tennis public, etc. as well.



## Anywhere · Everywhere The Round World 'Round

On the sands of Sahara, or at a  
Ritz Hotel—in all lands, at home or  
abroad, or sailing the Seven Seas

### American Express Travelers Cheques

DOLLARS—STERLING—FRANCE

*are always good as good American gold*

Acceptable everywhere. The insured money of  
all nations. Guard your travel funds against  
theft or loss.

Convenient, simple, safe, these "sky-blue"  
financial passports command the service and  
attention of thousands of representatives of a  
great International, Financial and Travel or-  
ganization.

For sale at Express Offices or Banks

For all Journeys secure your steamship tickets,  
hotel reservations and itineraries, or plan your  
cruise or tour through the American Express  
Travel Department.

**American Express Company**  
65 Broadway, New York

International Banking—Shipping—Travel and  
Foreign Trade



## HOTEL "OAKLAND"

500 Rooms—All Outside

Unexcelled Cuisine. Superior  
Service and Efficiency.

Located in Heart of City within  
the Center of all Business and  
Social Life. Overlooking Inland  
Salt-Water Lake.

Rates, \$2.00 per Day  
and upwards.

Write for Booklet.

**W. C. JURGENS, Manager**



Yoshio Sekine.

Director of Toyo Kisen Kaisha and  
head of the Commissary Depart-  
ment, who is in America on a tour  
of inspection and study. He has  
been with the company for twenty-  
five years.

### TOLD ABOUT THE TRAVELERS

(Continued from page 45)

#### Yoshio Sekine a Visitor

The Well-known Director of Toyo Kisen  
Kaisha in America on Well-  
earned Vacation

Leaving Yokohama on the Korea  
Maru for Honolulu, where he stayed  
for a fortnight, and arriving in San  
Francisco from that port on the  
Creole State, one of the "502" U. S.  
Shipping Board vessels operated by  
the Pacific Mail, Yoshio Sekine, Direc-  
tor of Toyo Kisen Kaisha, with per-  
sonal supervision of the commissary  
department, came to America for a  
rest and recuperation after a long  
siege of hard work. He will, however,  
combine business with his two months' stay  
in this country and will visit New  
York and the East to investigate  
means and methods that may be ap-  
plied with success to the business of  
Toyo Kisen Kaisha. Mr. Sekine has  
been identified with the shipping com-  
pany for a quarter of a century and

has always been one of its most active  
members. As chief of the commissariat,  
his hobby is service and his one  
thought how to render better atten-  
tion to passengers on the steamers of  
his line. In speaking of this he said:

"We are endeavoring on our ships  
to provide the best that can be had in  
the markets of the world. Our stew-  
ards have orders to secure the very  
highest qualities and to see that there  
is plenty of everything. The chief  
stewards on our steamers are noted  
for their ability among the European  
caterers of the seas, and there is a  
keen competition among the rival  
ships as to who shall provide the best  
table. Our second stewards and Japa-  
nese cooks are given courses of in-  
struction in the hotels of San Fran-  
cisco when ashore in port, and classes  
are held during the voyage to develop  
the talent among them. The same rule  
applies to our other services on board  
ship. I do not know of any other  
ships in the world where as great an  
effort is made for the entertainment,  
pleasure and comfort of passengers as  
on ours. We carry the best Japanese  
musicians on some steamers and on  
others full Philippine orchestras. Our  
traveling purser are unique in their  
position and are practically the 'hosts'  
of the ship, just as some of the  
hotels have 'hosts' to look after their  
guests. Our moving picture shows,  
our bathing tanks, dances, games and  
other facilities are a heavy expense,  
but are gladly supplied to entertain  
our passengers. The fact that we route  
our steamers via Honolulu, 'Along the  
Pathway of the Sun,' where it is al-  
ways summer, makes out-of-door life  
practical almost the whole voyage,  
which of course is a delightful feature  
of any ocean journey."

#### Home Again

Mr. and Mrs. Selmo Schroemo, and  
their two children, Selmo Jr. and  
Stefana, were passengers on the Tenyo  
Maru for Shanghai and Hankow. Mr.  
Schroemo is manager of Weeks & Co.,  
with offices in Shanghai, Hankow and  
several other cities in China.

Mr. and Mrs. Schroemo had the ter-  
rible experience of being captured by  
the Germans during the World War,  
and becoming separated. After their  
release they endeavored to get in touch  
with one another, but no trace could  
be found by either, and they each con-  
cluded that the other must be dead.  
Mr. Schroemo escaped prison and  
walked through Russia to a city in Si-  
beria, and finally worked his way to  
China, where he made connection with  
Weeks & Co. After a time he en-  
deavored to sell some property in Bul-

(Continued on page 52)





## Banking Service to Foreign Trade

While certain circumstances, augmented by modern shipping facilities are responsible for our recent rapid development in world commerce, modern banking, which has made international trading as simple as buying and selling at home, must also be given a share of the credit.

For sixty-two years the Ladd & Tilton Bank has been a recognized factor in the development of shipping in the Pacific Northwest, particularly in Portland.

Our Foreign Department is composed of men who have expert knowledge of all transactions incident to international business.

Their knowledge, coupled with the world-wide facilities of this strong bank, forms the basis of a service to importers and exporters that is unusually complete.

When in the need of such service, communicate with us.

**LADD & TILTON BANK**  
**PORTLAND, OREGON, U. S. A.**

CABLE ADDRESS "LADD"



# Pershing Square

## The World Centre



**PERSHING SQUARE** is the human, throbbing, nerve center of the Nations of the World—in cosmopolitan New York. Facing the Square, adjoining, or within a step of the Grand Central Terminal, is a group of the world's most sumptuous of modern hotels—The Biltmore, Hotel Commodore, The Belmont and Murray Hill Hotel. In these monuments of architectural art, the metropolis of the world entertains the stranger within its gates, with all the amazing interests and luxuries of twentieth century hotel life. Here, in the atmosphere of great possibilities, are planned and settled the political, financial, social, literary, artistic and business interests of the day.





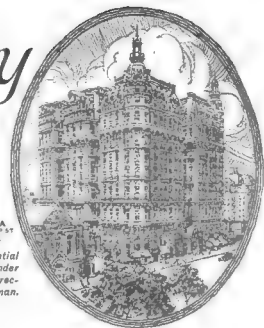
# New York City of Great Hotels

Fifth Avenue, with its fashionable shops, is one block away. The clubs, the theatres, the restaurants, libraries, art galleries, concert and exhibition halls are nearby. The arteries of transportation, subways, elevated and surface cars, center here, bringing the most remote points of the city within easy touch.

Whatever your business, or pleasure, in New York—a day, a week, a year—whatever your purse, whatever your tastes, one of these splendid hotels of Pershing Square will serve you with an individual ease and comfort and a personal hospitality which the combined efforts and long experience of a group of the best hotel managers in the world have made an art.

THE ANSONIA  
BRIDGE AVENUE, NEW YORK  
EDWIN M. TOWNLEY  
VICE PRESIDENT

—in the residential  
section—also under  
the personal direc-  
tion of Mr. Bowman.



## THE PERSHING SQUARE HOTELS

JOHN MCE. BOWMAN, *President*



NEW PARK AVE VIADUCT

THE BILTMORE  
GRAND CENTRAL TERMINAL

HOTEL COMMODORE

GEORGE W. SWEENEY  
VICE PRESIDENT



## INTERNATIONAL SILVER COMPANY

### COMPLETE SILVERWARE EQUIPMENT

for

HOTELS, RESTAURANTS,  
STEAMSHIPS, RAILROADS,  
CAFETERIAS, HOSPITALS,  
CLUBS, MILITARY USE.

Leading Hotels, Railroads, Steamships  
and Clubs are equipped with our wares.

Illustrations with quotations  
upon request.

**International Silver  
Company**

GENERAL OFFICES:  
MERIDEN, CONN.

**PACIFIC COAST DIVISION**

150 Post Street  
San Francisco, Cal.  
Phone Sutter 2085

## DAIREN DAYS

(Continued from page 31)

sive additions, were made until now the place boasts of a dozen or more comfortable cottages, a hotel—the Yamato—under the same management as the big hotel at Dairen—and all the usual facilities for out-door sports, including the golf course.

This was our introduction to Star Beach, as Hoshiguara is called in English; and it proved so delightful that we moved bag and baggage from Dairen to one of the charming bungalows for the rest of our vacation days there.

In one way this was a mistake, for life there was too comfortable—it made us lazy as far as sightseeing was concerned, for with all the things to do close at hand, we had little inclination to go afield. It was only when our holidays were drawing to a close that we realized how little we had seen and how much we had missed.

But it was all the fault of the golf course and the good living at Hoshiguara.

Even Port Arthur, with all its historic associations and memories—only a short distance from Dairen—and Ogandai, the delightful bathing beach close by it—were overlooked on this occasion, because we could not tear ourselves away from this place, which well deserves its name, "Star Beach."

But we had a wonderful time there—and saved Port Arthur for another holiday.

## TOLD ABOUT THE TRAVELERS

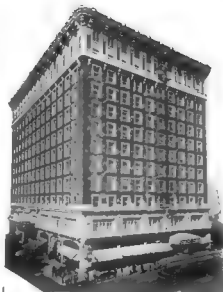
(Continued on page 55)

garia. His wife heard about this property being offered for sale, and, thinking it was handled in a fraudulent manner (believing her husband was dead, she thought some one was trying to dispose of her property) she took the matter up with the consul, and thereby found out that it was her husband who was selling the property. A happy reunion followed after a separation of six years.

P. L. M. Heubert, who arrived from Batavia on the steamship Tenyo Maru, represents large printing interests in Batavia. He is said to be here to purchase approximately \$50,000 worth of American printing machinery.

Mr. and Mrs. J. C. Worley returned on the Siberia Maru, after conducting one of their most successful educational parties through the Orient. They reported conditions as most favorable for American travelers, as all the Japanese seem eager to welcome them.

(Continued on page 55)



## Hotel Rosslyn

**LARGEST HOTEL IN  
Los Angeles**

Erected at a cost of  
over two million  
dollars in the heart  
of the city's business  
and theatre  
district : : : : :

Rich corner suites of parlor, bedroom and bath, elegantly furnished.

Magnificent lobby.

Popular prices: European plan—\$1.50, \$2.00, \$2.50, \$3.00 and \$5.00 per day and upward.

Automobile bus meets  
all trains.

Under personal management  
of the owners  
**HART BROS.**



# EDITORIAL

(Continued from page 47)

The "Grand Old Man" of Japan, Marquis Okuma, has been proposed as a man fitted for the position. His age and ignorance of foreign language are, however, a great drawback.

It is believed that in all probability the final decision will fall either on Count Uchida, the present Minister of Foreign Affairs, or Viscount Chinda, now on his way home with the Crown Prince. Viscount Chinda represented Japan with Prince Saionji and Baron Makino, at Versailles. This, together with his long experience in international affairs as Ambassador to Great Britain and America, undoubtedly entitles him to a first claim to the office. Added to these qualifications is the remarkable command of the English language which the Viscount has, which is perhaps unsurpassed by any of his compatriots. Chinda is also a polished orator. His address before a small gathering, clothed in elegant and well-chosen words, proves very effective and convincing.

Whoever may head the Japanese delegation, it would be safe to say that Baron Kijuro Shidehara, Japanese Ambassador, will sit at the Washington conference as one of the principal delegates of Japan.

In addition to the benefits to the health from the long and pleasant sea voyage, the good derived from the visit to the Far East, comes in a greater understanding—a broader vision and a better feeling of internationalism. Propaganda of ill-feeling between two nations can make little headway with those who can say "I know, for I have seen," and it is significant that all travelers returning from Japan unite in praise for the courtesy and attention accorded visitors from America.

J  
A  
P  
A  
N

## TROY LAUNDRY MACHINERY CO.

LTD.

BUILDERS OF  
SPECIALLY DESIGNED  
LAUNDRY  
EQUIPMENT  
FOR HOTEL USE

### PURVEYORS TO LEADING HOTELS IN AMERICA

including Palace Hotel, San Francisco, Blackstone and Drake Hotels, Chicago, Biltmore and Commodore, New York.

### Installations made in Hotels of Every Size

Write today for expert advice on your laundry problems. Our experts are at your service without charge.

#### OFFICES IN

New York Chicago Seattle Los Angeles

#### SALES DEPARTMENT

SAN FRANCISCO OFFICE  
954-56 Mission St.

## worldwide banking service

We furnish authentic information concerning market conditions, credit standing, transportation costs and routing, customs requirements, duties, etc.

The Foreign Trade Division of our International Department is equipped to finance exports to and imports from any part of the globe.

These departments are supervised by experts of long experience and proven ability.

Resources over \$170,000,000

36 Banking Offices in 28 California Cities

**Bank of Italy**  
SAVINGS COMMERCIAL TRUST  
**San Francisco**



## NEW YORK



*The*  
**WALDORF-ASTORIA**

Roy Carruthers  
*Managing Director*

WHEN travelers of distinction are about to visit New York, the Waldorf-Astoria is designated as their stopping place. This has maintained for many years, because, in the city of great hotels, there is no other which combines in such an admirable manner, the comfort that is essential and the luxury that is desirable.

*Associate Hotels under the Direction of L. M. Boomer*



**CLARIDGE**

One finds in the corridors and dining rooms of the Claridge, the leading men of theatrical, social and business life.



**MARTINIQUE**

At the Martinique a guest is made to feel that his comforts and wishes precede all else.



**McALPIN**

Hotel McAlpin abounds in unusual things. It also excels in comfort and luxury throughout its entire establishment.



**WOODSTOCK**

Hotel Woodstock combines all the charms of the world's most famous hotels with the comforts and refinements of home.



**BELLEVUE STRATFORD**

When the discriminating traveler thinks "Philadelphia" instinctively comes the mental echo "Bellevue-Stratford."



## TOLD ABOUT THE TRAVELERS

(Continued from page 52)

Miss Carmen Prieto arrived from the Philippine Islands on the Tenyo Maru. Miss Prieto was queen this year of the big carnival in Manila. This annual carnival is the event of the year in the islands and Miss Prieto was elected by popular vote.

**Jinnosuke Takaku Arrives**  
**Well-Known Railroad Official of Japan**  
**Comes to America on Study Course.**  
**Tells of Rail Improvement and**  
**of Half Century of Operation.**

One of the distinguished passengers on the Shinyo Maru was J. Takaku, assistant traffic manager of the Imperial Government Railways of Japan with headquarters in Tokyo. He came to America to investigate railroad operations and to specialize in a course of study on railway economics at the University of Pennsylvania. In discussing railway matters in Japan, Mr. Takaku called attention to the proposed tunnel under the straits connecting the two islands of Japan, which will effect a vast improvement in railway traffic there. He also spoke of the coming celebration of the fifty years of operation of the Japanese railroad lines. Of these he said:

"The celebration in commemoration



Jinnosuke Takaku

of the fiftieth anniversary of the establishment of railways in Japan will be held by the Department of Railways the middle of October. The celebration will be held in three leading cities of Western Japan—Osaka, Kobe and Kyoto.

"The committee in charge of the celebration has just been appointed.

"It is said that the celebration will be divided into three functions: a religious service to be held in Kyoto, a garden party to which a large number of officials and business men are to be invited, in Kobe, and an entertainment to which several thousand railway employees are to be invited, in Osaka. The religious service, at which spirits of the late railway employees are to be honored, will be held at the Kyoto Municipal Hall in Okazaki Park. Mr. Motoda, Minister of Railways, and several prominent officials will attend all the functions."

### Tunnel for Shinonoseki Strait

"With the increasing congestion of transportation it has been found advisable to construct a tunnel connecting the main island of Japan (Honshu) with the large southern island (Kyushu), which are separated by the strait of Shinonoseki. A geological survey of the sea beds in the strait was started in 1919 by effecting the boring of the beds at seven points. The examination resulted in the confirmation of the fact that at most points the sea beds are of the same strata, and that the work of tunneling can be easily proceeded with.

## W. & J. SLOANE

Established 1843

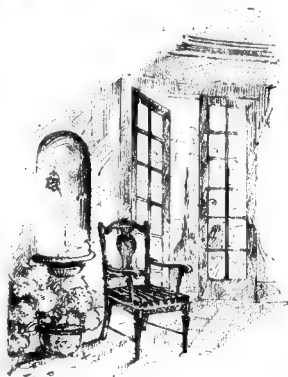
### America's Largest Dealers in HOME FURNISHINGS

UNSURPASSED STOCKS OF

WILTON RUGS - AXMINSTER RUGS  
PERSIAN AND TURKISH RUGS  
FURNITURE OF MODERN & PERIOD  
DESIGN - DRAPERIES - WALL PAPERS  
LINOLEUMS - WINDOW SHADES

*The Lowest Prices consistent with High Quality.*

216-228 SUTTER ST.  
SAN FRANCISCO





Thaj authorized factory representative for California offers exceptional buys in renewed



### MOTOR CARS

1916, 1917, 1918, 1919, 1920 Models  
Cars rebuilt, new tops, repainted, new tires. Appearance and performance of new cars.

#### Open and Closed Types

Other than a new Cadillac there is no higher grade motor car in the world.

Special equipment if desired

Prices \$1300 to \$4500

**Don Lee**

Fifteenth Year

1000 Van Ness Avenue San Francisco, Cal.

References:  
Any Bank or Commercial Agency  
in the United States

Cable Address: Donlee

"On the strength of this result, experts are now being commissioned to frame a working plan for tunneling, while at the same time preparations will be pushed for actual work. According to official reports the preparatory work will be finished in 1921-22.

"In 1922-23 the actual boring of the sea beds will be commenced for the purpose of having an under-sea tube which will serve to connect the Kobe-Shimonoski Railway line with the Kyushu Railway terminus without the medium of a ferry service as at present.

"Pending the formulation of the working construction plan, no particulars about the work of tunneling can be obtained, but it is stated that boring will be effected at a depth of 150 feet."

Mr. and Mrs. L. Fenwick Oliver, of London, arrived in San Francisco on the Rakuyo Maru, via India and the Orient. Mr. Oliver is consulting engineer in London, and claims to have a new invention that will revolutionize motion picture projection. He was on his way to Los Angeles to interest the large producers there. Mr. and Mrs. Oliver believe in combining business with pleasure, and instead of coming the short, prosaic way via the Atlantic, took the long route and enjoyed visits to many strange lands.

### World Traveler

Completing a tour of the world on behalf of the Italian government, Lieutenant Fayol Antongine, formerly Italian military attaché on the staff of General Allenby in Palestine, arrived on the Tenyo Maru.

During his absence from his home in Milan, Lieutenant Antongine has visited Mesopotamia, has spent two years in Abyssinia, has collected ethnological specimens in north and central Africa, in the Antilles and in Central and South America and has hunted bear in northern Kamchatka.

Lieutenant Antongine has a distinguished war record, having served with artillery on several Italian fronts.

### Kiddies Form World Concert

Five American kiddies, born in distant corners of the world, were pals on the Tenyo Maru on her voyage across the Pacific. Each of the children is of American parentage.

The unusual feature of the quintet is that each child, in addition to speaking English, has also mastered the tongue of its birthplace. They are: Patricia Lamb, Peking; Pamela Sutton, London; Harriet Duncan, Canton, China; Pepita Sutton, Mexico City; Barbara McCallie, Tientsin, China.

# Colonel

(STANDARD)

"Get Acquainted"

Trade Mark That Protects You—

COLONE COLONE COLONE  
162 30 27



The Colonel says:  
Don't forget that in match play, if you give your opponent, when asked, wrong information as to the number of strokes you have played, you will lose the hole unless you correct your mistake before he has played another stroke.

THESE GOLF BALLS are manufactured by the St. Mungo Manufacturing Company of America, whose years of experience, modern machinery and the selection of the best of materials, assures the player the utmost service—endurance, rotundity, and resiliency.

Made in accordance with the rules of the U. S. G. A.

\$1.00 each—\$12.00 per dozen

**St. Mungo Manufacturing Company of America**

121-123 Sylvan Avenue, Newark, New Jersey

New York, 36 Warren Street Chicago, 36 South State Street  
San Francisco, 46 Kearny Street Boston, 143 Federal Street  
Philadelphia, 1101 Market Street

## FERGUSON STEAMSHIP AGENCY

### TICKETS

TO AND FROM ALL PARTS  
OF THE WORLD

#### TICKET AGENTS FOR

Toyo Kisen Kaisha  
Union Line of New Zealand  
Cunard Steamship Co.  
White Star Line  
Red Star Line  
Holland American Line  
French and Italian Lines

Tours to Alaska, Honolulu,  
South America

Baggage and Accident Insurance  
Money Orders  
Travelers' Cheques

D. W. FERGUSON CO., Inc.

United States Customs Brokers,  
Freight Forwarders, Marine Insurance,  
Shipping Agents, Consolidated  
Ocean Shipments, Claim Adjusters,  
Notary Public, Passport Information.

Agents and Correspondents in All  
Parts of the World

Cable Address: "Fergus" Western Union  
751 SOUTH SPRING STREET  
Los Angeles, California, U. S. A.





Above is pictured Mrs. Sarah Larrein, and her family, who returned on the *Rakuyo Maru* from Japan, where her husband is Consul General for Chile. They were en route to their home in Santiago, Chile.

### Personals

Sailing on the *Tenyo Maru*, for Shanghai, where she will probably make her home, was Mrs. Gwendolyn Choisy, of New York and London. A member of the exclusive circles of the English metropolis, Mrs. Choisy has spent the past year in America seeking inspiration for her writing in the wide places of the West. She has written much interesting poetry dealing

with out-door life and her volume of verse, entitled "Vibrations," is soon to be off the press. Mrs. Choisy is an all-round sports woman, and during her stay in California won a number of golf tournaments, the most recent being the sweepstakes at Feather River Inn.

L. R. Cofer, an official of the Wells Fargo National Bank, one of the strongest financial institutions of the

Pacific Coast, sailed on the *Taiyo Maru* for the Far East, where he will make a survey of business conditions. He was accompanied by Mrs. Cofer.

Among the arrivals on the *Korea Maru* were Mr. and Mrs. S. Bisney, residents of Hongkong. They were en route to England and made an extended tour of America on their way to New York.



*To the Tourist      to the Booking Agent*  
*interested in*

# California

You have more confidence in coming to, or recommending, California when you know that in both San Francisco and Los Angeles we have the most reliable and complete motor service and facilities in Western America.

To Tourists, we will sell new Hudson or Essex Motor Cars on a definite guarantee to repurchase the car at a pre-arranged cash price when owner is through with it. Or if preferred will rent cars with or without driver.

**Harold L. Arnold**

Distributor of Hudson and Essex Motor Cars  
California, Nevada, Arizona, Northern Mexico  
1335 Van Ness Ave.      7th & Figueroa  
San Francisco      Los Angeles





Guarantee to repurchase  
Hudson and Essex motor cars...

W. B. Foster, one of the best known among the younger business men of Kobe, arrived in San Francisco on the Korea Maru, on his annual visit home. He went to New York to confer with his principals, returning to Japan in the fall. Mrs. Foster, noted for her beauty and wit, accompanied him.

II. Joyee, consulting chemist, who has been in Japan for the past two years, constructing a large dye plant, was a passenger on the Shinyo Maru, en route to New York. In addition to being one of the prominent men in his profession in the Far East, Joyee has the distinction of being the father of "Baby" Joyee, who returned with his mother on the Shinyo Maru last voyage, and was the mascot of the vessel.

Accompanied by his family, J. Swire, of the English shipping firm of Butterfield & Swire, arrived in San Francisco on the Shinyo Maru. He was completing a trip around the world in which he combined business with pleasure.

One of the most popular couples on the Shinyo Maru, arriving in San Francisco, were Mr. and Mrs. E. F. McConaha of New York, who returned after an extended tour of Japan and China. He is in the automobile business and was investigating conditions in that trade over there. In speaking of travel conditions in Japan, Mrs. McConaha said: "Now is a delightful time to visit Japan, as the hotels are not so crowded and everyone seems to welcome the visitor from America. Except that we read about it in the American papers, and particularly in the few from the Pacific Coast that we saw out there, we would never have known that there was supposed to be any feeling against Americans in Japan. Everywhere we went we had nothing but the greatest courtesy and attention."

Dr. J. F. Abbott, Commercial Attaché of the American Embassy, returned from Tokyo on the Shinyo Maru after an 8000-mile trip through Siberia, during which he visited centers of the new government movements. Dr. Abbott refused to be interviewed regarding the trip or any observations made by the party. He left for Washington on the arrival of the Shinyo Maru, and will make his report in person to the Department of State. When instructed by the American government to make the trip to Siberia, Dr. Abbott was told that he should go as an unofficial representative.

R. P. Melhuish, an official of the Hongkong Shanghai Banking Corporation, who has been spending his leave in America with his family, returned home on the Korea Maru. He was accompanied by Mrs. Melhuish and infant and two children.

Miss Sada Cowan and her mother, Mrs. R. Cowan, sailed for a three-months' tour of the Orient on the Korea Maru. Miss Cowan is well known for her short stories and scenarios. All the ship scenes in "Straight from Paris," a recently produced Clara Kimball Young picture, were produced on the Korea Maru.

Mr. and Mrs. H. A. Fisher arrived on the Tenyo Maru, returning to their old home in Charleston, W. Va. Mr. Fisher is a construction engineer and was in Japan for two years erecting large glass factories with American patents. He said that the glass business was one of the coming businesses of Japan and that many of the country people are replacing their tissue paper windows with glass.

H. McCarthy, formerly in the State Department at Washington has been appointed consul at Tientsin, and he sailed for his post on the Korea Maru.

**"The Quality Coffee of America!"**

**M. J. B. COFFEE—WHY?**



**Vacuum Packed in Tins**

Remains Fresh Indefinitely—  
SUITABLE FOR SHIPMENT TO  
ANY PART OF THE WORLD.

*First in Flavor—Unsurpassed in Quality  
and Economy. Every Can Guaranteed.*

**M. J. Brandenstein & Co.**

655 THIRD STREET

SAN FRANCISCO, CALIF.

**Metropolitan Laundry Co.**

FOR

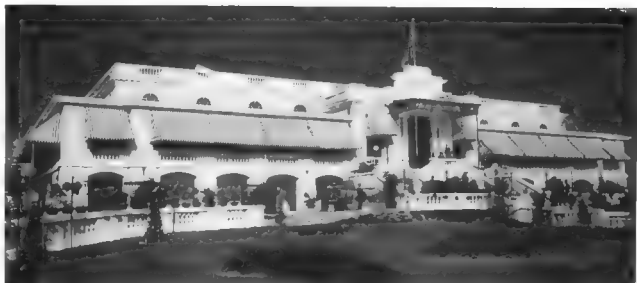
**STEAMSHIPS, RAILROADS  
HOTELS, RESTAURANTS  
ALSO FAMILY TRADE**

Telephone Market 2170

**We Have a Parcel Post Service for Out-of-Town  
Customers**

**SAN FRANCISCO**





*View of Repulse Bay Hotel, the finest resort in the Far East, recently opened on Repulse Bay on the opposite side of the Island from the city. It combines every advantage of a modern resort and country club, golf, swimming, sailing, etc.*

HONGKONG HOTEL COMPANY, LIMITED  
OPERATING THE LEADING HOTELS OF HONGKONG

## Hongkong Hotel :: Hotel Mansions Repulse Bay Hotel

JAMES H. TAGGART, Managing Director

AMERICAN OR  
EUROPEAN PLAN

Hongkong is one of the most picturesque and beautiful places in the world. Situated on the Island, the City of Victoria faces the harbor and ascends the heights, its residence section occupying the terraces on the hill sides. The business portion is on the level land along the water side, while behind towers the Peak, rising nearly two thousand feet above the sea.

The City has many handsome and substantial business structures, excellent hotels, world-famous clubs and numerous attractions for the visitor. It is the oldest, richest and most important British Crown Colony in the Far East.



SPLENDID  
GRILL ROOMS

Hongkong Hotel occupies a commanding location in the center of the business section. It has been established for more than fifty years and is the center of the hotel life and social activities of the Colony. As shown in the engraving on the left it is built to suit the climate, each floor having wide airy balconies, the full length, assuring greatest comfort. It is operated on both table d'hôte and a la carte plan and is noted for the excellence of its grill room.

Hotel Mansions, another of the company's hotels under the same management is situated just across the street from Hongkong Hotel.



## E. CLEMENS HORST CO.

Choicest California, Oregon  
and Washington Brewing

### Hops

Three Star and Rose Brands  
Package Hops

### Chevalier and Bay Malt

San Francisco, New York, Chicago  
London

Cable Address All Offices:  
CLEMHORST  
All Standard Codes

Largest Hop Growers in the World

## PANAMA AGENCIES COMPANY EXPORTERS - IMPORTERS STEAMSHIP AGENTS

### COLON—PANAMA BALBOA

POST OFFICE ADDRESS:  
ANCON, C. Z.

Cable Address: "PANACO"

Agents in the Canal Zone and Republic  
of Panama for

**TOYO KISEN KAISHA**  
(ORIENTAL STEAMSHIP CO.)

## Schweitzer & Co., Inc.

Wholesale Butchers  
and Meat Jobbers  
136-148 FIFTH STREET  
SAN FRANCISCO

TELEPHONE—SUTTER. 626

MEL. SCHWEITZER, Pres. and Gen. Mgr.

### JUST OUT

### TERRY'S GUIDE TO THE JAPANESE EMPIRE

The Newest and Most Complete Guide-book

PRICE \$5.00 PER COPY

AT ALL BOOKSELLERS OR  
"JAPAN" 625 MARKET STREET, SAN FRANCISCO

## Across the Pacific Along the Pathway of the Sun

On the Fast, Safe, Comfortable and  
Luxurious Steamers of the  
Toyo Kisen Kaisha

Toyo Kisen Kaisha is the largest steamship company operating between San Francisco, Portland, Japan and the Orient. It maintains fast and frequent service across the Pacific, following the "Pathway of the Sun" along the semi-tropic route. This is one of the most delightful ocean voyages in the world, as it carries the passenger through smooth semi-tropic water and the balmy days and nights which permit of life in the open air on the broad decks nearly every hour of the voyage—a fact to be considered by travelers in selecting the route for their Trans-Pacific voyage.

The steamers of this line are of the most advanced types, having been built especially for this service with every device for the safety, comfort and pleasure of passengers. The present fleet of the North American line consists of the following:

S. S. "TAIYO MARU"—Newest addition to the North American fleet, is engined with twin screw reciprocal engines, 21 knots speed, displacement 22,000 tons, gross 14,508 tons. Carries 415 first cabin passengers.

S. S. "SHINYO MARU"—Triple screw turbine, 21 knots speed, displacement 22,000 tons, gross 13,039 tons.

S. S. "TENYO MARU"—Triple screw turbine, 21 knots speed, displacement 22,000 tons, gross 13,398 tons.

S. S. "SIBERIA MARU"—Twin screw, 18 knots speed, displacement 20,000 tons, gross 11,795 tons.

S. S. "KOREA MARU"—Twin screw, 18 knots speed, displacement 20,000 tons, gross 11,810 tons.

S. S. "PERSIA MARU"—Single screw, 15 knots speed, displacement, 9000 tons, gross 4681 tons.

### S. S. TAIYO MARU

This steamer was formerly the German liner "Cap Finisterre," built for service between Hamburg and Buenos Aires. It was allocated to Japan, by the Reparations Commission in Paris and by that government allotted to the Toyo Kisen Kaisha for operation under the new name of Taiyo Maru. It has accommodations for the largest number of passengers of all classes of any steamer, in the San Francisco-Orient trade. Being designed especially for service in the tropics, Taiyo Maru is unusually well equipped for the pleasure of passengers, with wide, cool and comfortable decks, numerous large public rooms, elevator and other features including a tiled open air Roman plunge, on the top deck.

### S. S. Tenyo Maru—Shinyo Maru

The Tenyo and Shinyo Maru are sister ships of 22,000 tons displacement. They are driven by triple screw turbine engines which account for an utter absence of vibration and can attain a speed of twenty-one knots per hour. These ships are as finely equipped in every detail as the best first-class hotels on shore, and leave nothing to be desired in service or table. Eight turns around the promenade deck measures a mile, giving ample opportunity for exercise and promenade. The table is unsurpassed.

### S. S. Korea Maru—Siberia Maru

The Korea Maru and Siberia Maru are somewhat smaller than the above mentioned, being of 20,000 tons displacement and

(Continued on page 62)

## THOS. COOK & SON

TOURIST, STEAMSHIP &  
FORWARDING AGENTS  
BANKERS, ETC.

"Travel Without Trouble"

INCLUSIVE CONDUCTED TOURS

MANILA: Manila Hotel  
PEKING: Grand Hotel de Pekin  
YOKOHAMA: 32 Water Street  
HONGKONG: Des Voeux Road  
SHANGHAI: 15 The Bund

Chief Office  
LUDGATE CIRCUS, LONDON

San Francisco, 53 Post Street  
New York, 245 Broadway

"JAPAN" IS ONE OF THE  
PRODUCTS OF OUR PRINTING DEPT.

## A. CARLISLE & CO.

STATIONERS, PRINTERS  
LITHOGRAPHERS, BOOKBINDERS

PRINTING AND BOOKBINDING  
IN ALL ITS BRANCHES

251 BUSH STREET

SAN FRANCISCO

CALIFORNIA

## MARINE INSURANCE

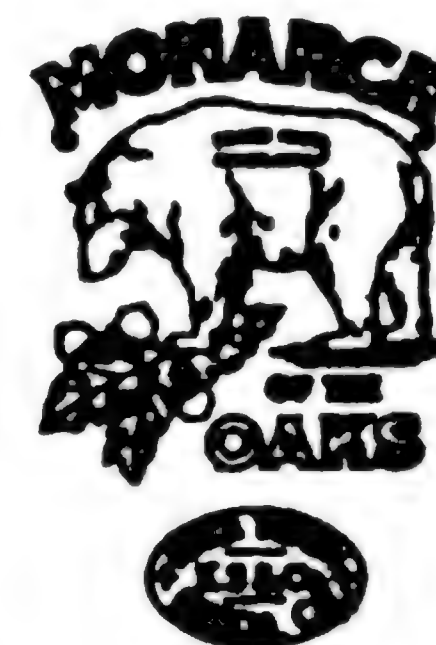
You Can Insure Your Baggage  
on Sea and Land

Against Fire and Theft and All the  
Perils of Navigation and  
Transportation

## AETNA INSURANCE COMPANY

325 California St., San Francisco

Castle & Cooke Ltd., Agts., Honolulu  
Settling Agents in all parts of the world



## "BEAR BRAND"

California Oak Bark

SOLE LEATHER  
KULLMAN, SALZ & CO.,

Incorporated

603 Wells Fargo Building  
San Francisco, Calif., U. S. A.  
Cable Address "Kulmansals"



## POPULAR LINER DEPARTS

Passengers Enjoy Interesting Entertainment  
During Quarantine

When the Tenyo Maru, one of the crack steamers of the Toyo Kisen Kaisha North American line and for years flagship of the fleet, backed into the stream enroute to Yokohama, James Gliddon, dean of port stewards, who in this capacity has watched the Company's ships arrive and depart for the past twenty years, stood on the pier and waved goodbye to Captain Totaka on the bridge. As he turned away he said: "There goes the cleanest ship on the Pacific if not in the world." Asked to explain his remark, he went on: "The Tenyo Maru was laid up at Kobe just on this last voyage with one case of sickness from China. Japanese quarantine regulations are very strict and the ship was held for fourteen days, during which all passengers were sent ashore and the steamer fumigated and cleaned from stem to stern. When it arrived in San Francisco we did the same thing, giving more than the usual care in the fumigation process. As a result, the Tenyo Maru is as clean as any one could ask—better than ever for its lay-over."

While the Tenyo Maru was held at Kobe, passengers were landed by lighter at some distance from the city and were detained there. The steamship company did everything that could be thought of for the comfort of their passengers in a situation over which they had no control, erecting special kitchens and sleeping quarters under the supervision of Chief Steward George Wiley, which included

ranges and kitchen apparatus as well as a laundry. Baseball things were supplied, as were other means of entertainment, books, magazines and even candy. Residents of Kobe also came to the aid of the quarantined passengers and on one evening just before sailing gave a concert which was both a novelty and a kindly act on the part of those who gave their services to it. A big launch, with plentiful paper lanterns set out, bearing on board a piano, at which Mr. A. W. Newton presided capably, the Corinthian Quartette (Messrs. W. H. Kendrick, alto; John F. Houghton, tenor; W. Butcher, baritone, and S. I. Preston, bass), Mr. R. O. Batchelor, and the Kobe Jazz Band. They tied up below the Tenyo, whose passengers had spent a very hot and uninteresting week in quarantine. The Quartette gave two or three glees, each member a solo, Mr. Batchelor also, and the Jazz Band jazzed. Altogether it was quite a good show, and was greatly appreciated by the audience, who crowded to listen.

In appreciation of this courtesy ex-

tended to them, passengers on the steamer just before leaving, made up the following letter, which was sent to the *Kobe Chronicle* with the request that it be published as the best means of conveying their thanks:

"We, for and on behalf of the quarantined passengers of the T. K. K. Tenyo Maru, wish at this time to convey to the residents of Kobe our heartiest thanks and appreciation of their kind thoughts and actions in visiting the quarantined vessel Friday night last and contributing to the entertainment of the passengers a very fine musical evening. As this action was unsolicited and unlooked for by the detained passengers, the evening's enjoyment was all the more appreciated. We have, since our exile, been very ably looked after by the quarantine authorities, the T. K. K., and the Captain and officers of the Tenyo Maru, and Friday night's concert given us by a number of the prominent male members of Kobe society will not be easily forgotten by the grateful and appreciative passengers of the Tenyo Maru.

"JOHN S. GARDINER,  
(Lloyds),

"W. A. SHEED,  
"MILO BAKER.

"Kobe: July 9, 1921."

## The Bank of Chosen

Incorporated by Special Charter of Imperial Japanese Government, 1909

Capital Subscribed	Yen 80,000,000
Capital Paid-Up	Yen 50,000,000
Total Resources	Yen 600,000,000

### Head Office, Keijo (Seoul), Chosen (Korea)

Governor, Mr. S. MINOBE Deputy Governor, Mr. T. KANO

Directors

Mr. S. OATA Mr. S. KATAYAMA Mr. S. YOSHIDA Mr. S. KAKEI

#### FOREIGN DEPARTMENT, TOKYO

(All communications relating to the arrangements of correspondents and the Bank's general foreign business to be addressed to the Foreign Department)

#### Principal Branches:

CHOSŌN (Korea): Chemulpo, Pyeongyang, Wonsan, Fusan, Taiku.  
MANCHURIA: Mukden, Dairen, Changchun, Newchang, Harbin, Antung.  
JAPAN: Tokyo, Osaka, Kobe, Shimonoeki.  
CHINA: Shanghai, Taingtao, Tientsin, Tsinan.  
SIBERIA: Vladivostok.  
SAN FRANCISCO: Wells Fargo National Bank.

### New York Agency, 165 Broadway

Mr. T. Fujimaki, Agent



**BY-AIR**

WALTER T. VARNY (Proprietor) SAN FRANCISCO

**Scenic Flights**

**OVER \$10.00 Upward**

**SPECIAL TOURS**

Del Monte, Price \$ 34 - Time 1 hour, 15 minutes
Lake Tahoe, " 50 - Time 2 hours, 30 minutes
Napa, " 34 - Time 1 hour, 15 minutes
Los Angeles, " 150 - Time 4 hours
Yosemite, " 60 - Time 2 hours, 30 minutes
Rego, " 80 - Time 3 hours, 30 minutes

Reish Service for Professional and Business Men

**WALTER T. VARNY**

839 Post Street Phone Prospect 7382



## ACROSS THE PACIFIC

(Continued from page 60)

are driven by twin screw engines. They were built especially for the Trans-Pacific trade, with unusually broad decks and perfect ventilation and are exceptionally comfortable.

S. S. Persia Maru is of 9,000 tons displacement and is popular.

Its passenger accommodations are amidships, all rooms being afforded plenty of light and ventilation. All rooms are comfortable.

## San Francisco-Portland-Japan Service

Another passenger and freight service is

maintained between Japan and Portland, Oregon, via San Francisco eastbound, and from Portland to the Orient direct westbound with sailings practically every month.

In addition to these liners a number of freighters are also operated on the North American line, giving a freight service extending from San Francisco to Singapore, by way of Japan, China and Philippine ports.

Another freight service is from Singapore to Havana, Cuba, by way of Japan, China, Honolulu, San Francisco, New Orleans and Havana.

On these lines vessels of the standard 8,800 deadweight ton type are used, which are

designed particularly for this trade. These at present are

CHOYO MARU  
REIYO MARU  
HAYO MARU

KOYO MARU  
MEIYO MARU  
KAISHO MARU

## TOYO KISEN KAISHA TRANS-PACIFIC SERVICE TO SOUTH AMERICA

In connection with the trans-Pacific service to North America, Toyo Kisen Kaisha also operates a line of steamers from Hongkong to Valparaiso (South America), via Moji, Kobe, Yokohama, Honolulu, San Francisco, Portland, Ore., San Pedro (Los Angeles), Salina Cruz, Balboa (Ancon), Callao, Arica and Iquiqui. This is one of

## SAILING SCHEDULE—TOYO KISEN

(ORIENTAL S. S. CO.)

## WESTWARD TO THE ORIENT

STEAMERS	Arrive Leave	San Francisco	Honolulu	Yokohama	Kobe	Nagasaki	Dairen	Shanghai	Manila	Hongkong
Korea Maru	Arrive Leave	Aug. 10 p.m.	Aug. 16 a.m. 16 p.m.	Aug. 27 a.m. 30 a.m.	Aug. 31 a.m. Sept. 1 p.m.	Sept. 2 p.m. 3 p.m.	.....	Sept. 5 a.m. 5 p.m.	Sept. 9 a.m. 10 p.m.	Sept. 12 a.m.
Shinyo Maru	Arrive Leave	Aug. 23 p.m.	Aug. 29 a.m. 29 p.m.	Sept. 9 a.m. 12 a.m.	Sept. 13 a.m. 14 p.m.	Sept. 15 p.m. 16 p.m.	.....	.....	Sept. 20 p.m. 21 p.m.	Sept. 23 a.m.
Persia Maru	Arrive Leave	Sept. 6 p.m.	Sept. 13 a.m. 13 p.m.	Sept. 26 a.m. 29 a.m.	Sept. 30 p.m. Oct. 1 p.m.	.....	Oct. 4 p.m. 5 a.m.	.....	.....	Oct. 9 a.m.
Taiyo Maru	Arrive Leave	Sept. 17 p.m.	Sept. 23 a.m. 23 p.m.	Oct. 4 a.m. 7 a.m.	Oct. 8 a.m. 9 p.m.	Oct. 10 p.m. 11 p.m.	.....	Oct. 13 a.m. 13 p.m.	Oct. 17 a.m. 18 p.m.	Oct. 20 a.m.
Siberia Maru	Arrive Leave	Oct. 5 p.m.	Oct. 11 a.m. 11 p.m.	Oct. 22 a.m. 25 a.m.	Oct. 26 a.m. 27 p.m.	.....	Oct. 30 a.m. 31 p.m.	Nov. 2 a.m. 2 p.m.	.....	Nov. 5 a.m.
Tenyo Maru	Arrive Leave	Oct. 17 p.m.	Oct. 23 a.m. 23 p.m.	Nov. 3 a.m. 6 a.m.	Nov. 7 a.m. 8 p.m.	Nov. 9 p.m. 10 p.m.	.....	Nov. 12 a.m. 12 p.m.	Nov. 16 a.m. 17 p.m.	Nov. 19 a.m.
Korea Maru	Arrive Leave	Oct. 26 p.m.	Nov. 1 a.m. 1 p.m.	Nov. 12 a.m. 15 a.m.	Nov. 16 a.m. 17 p.m.	Nov. 18 p.m. 19 p.m.	.....	Nov. 21 a.m. 21 p.m.	Nov. 25 a.m. 26 p.m.	Nov. 28 a.m.
Shinyo Maru	Arrive Leave	Nov. 7 p.m.	Nov. 13 a.m. 13 p.m.	Nov. 24 a.m. 27 a.m.	Nov. 28 a.m. 29 p.m.	Nov. 30 p.m. Dec. 1 p.m.	.....	.....	Dec. 5 p.m. 6 p.m.	Dec. 8 a.m.
Persia Maru	Arrive Leave	Nov. 22 p.m.	Nov. 29 p.m. 30 a.m.	Dec. 13 a.m. 16 a.m.	Dec. 17 p.m. 18 p.m.	.....	Dec. 21 p.m. 22 a.m.	.....	.....	Dec. 26 a.m.
Taiyo Maru	Arrive Leave	Dec. 5 p.m.	Dec. 11 a.m. 11 p.m.	Dec. 22 a.m. 25 a.m.	Dec. 26 a.m. 27 p.m.	Dec. 28 p.m. 29 p.m.	.....	Dec. 31 a.m. 31 p.m.	(1922) Jan. 4 a.m. 5 p.m.	(1922) Jan. 7 a.m.
Siberia Maru	Arrive Leave	Dec. 23 p.m.	Dec. 29 a.m. 29 p.m.	(1922) Jan. 9 a.m. 12 a.m.	(1922) Jan. 13 a.m. 14 p.m.	.....	(1922) Jan. 17 a.m. 18 p.m.	(1922) Jan. 20 a.m. 20 p.m.	.....	Jan. 23 a.m.
Tenyo Maru	Arrive Leave	(1922) Jan. 3 p.m.	(1922) Jan. 9 a.m. 9 p.m.	Jan. 20 a.m. 23 a.m.	Jan. 24 a.m. 25 p.m.	(1922) Jan. 26 p.m. 27 p.m.	.....	Jan. 29 a.m. 29 p.m.	.....	Feb. 1 a.m.
Korea Maru	Arrive Leave	Jan. 13 p.m.	Jan. 19 a.m. 19 p.m.	Jan. 30 a.m. Feb. 2 a.m.	Feb. 3 a.m. 4 p.m.	Feb. 5 p.m. 6 p.m.	.....	Feb. 8 a.m. 8 p.m.	Feb. 12 a.m. 13 p.m.	Feb. 15 a.m.
Shinyo Maru	Arrive Leave	Jan. 24 p.m.	Jan. 30 a.m. 30 p.m.	Feb. 10 a.m. 13 a.m.	Feb. 14 a.m. 15 p.m.	Feb. 16 p.m. 17 p.m.	.....	Feb. 19 a.m. 19 p.m.	Feb. 23 a.m. 24 p.m.	Feb. 26 a.m.
Persia Maru	Arrive Leave	Feb. 11 p.m.	Feb. 18 p.m. 19 a.m.	Mar. 4 a.m. 7 a.m.	Mar. 8 p.m. 9 p.m.	.....	Mar. 12 p.m. 13 a.m.	.....	.....	Mar. 17 a.m.

NOTE.—The dates of departure, as above given, are sometimes changed through unavoidable circumstances. Passengers should ascertain from the Company's Agents at their ports of embarkation the exact date of departure.



the longest regular service in operation by any Japanese steamship line touching American ports.

The steamers on this line are in through round trip service between China and Japan ports and Southern Chile via San Francisco and West Coast ports of North and South America. Steamers call at San Pedro and Portland, Ore. on their outward and homeward voyages to the Orient. These steamers are all large and modern and have saloon accommodations.

S. S. "ANYO MARU"—The Anyo Maru was built at the Mitsubishi Dockyard and Engine Works, Nagasaki, and has a dis-

placement of 18,500 tons. It is 466 feet in length, 58 feet in breadth, with a depth of 38 feet. The Anyo Maru has accommodations for 40 first, 50 second, and 636 third-class passengers.

S. S. "RAKUYO MARU"—This is a new combination passenger and freight steamer built by the Asano Shipbuilding Company in Japan for the South American trade. It is approximately 460 feet long, 58 feet beam and 38 feet depth, with a gross tonnage of about 12,500 tons. It has accommodations for 46 first cabin, 51 second cabin and 616 steerage passengers and is equipped with geared twin-screw engines.

S. S. "GINYO MARU"—This is a sister ship to the Rakuyo Maru, being practically the same in size and specifications.

S. S. "BOKUYO MARU"—Same type steamer as the Ginyo Maru, being same size and specifications as the Rakuyo Maru.

S. S. "SEIYO MARU"—This vessel is 14,000 tons displacement and was built by Russell & Company, Port Glasgow. It has accommodations for 30 first, 40 second, and 495 third-class passengers. It is 404 feet in length, with a breadth of 52 feet.

With these steamers in service, the South American line will be the best equipped steamer line in that trade.

## KAISHA—NORTH AMERICAN LINE

(Subject to Change Without Notice)

### EASTWARD TO AMERICA

Hongkong		Keelung	Shanghai	Dairen	Nagasaki	Kobe	Shimizu	Yokohama	Honolulu	San Francisco	STEAMERS
Lay Days											
Survey Docking 14	June 10 p.m.	June 12 a.m. 12 p.m.	June 14 a.m. 14 p.m.	June 16 a.m. 17 p.m.	.....	June 20 a.m. 21 p.m.	.....	June 22 p.m. 24 p.m.	July 3 p.m. 4 a.m.	July 10 p.m.	Siberia Maru
9	June 21 p.m.	.....	June 24 a.m. 24 p.m.	.....	June 26 a.m. 27 a.m.	June 28 a.m. 29 p.m.	(1921) June 30 a.m. 30 p.m.	July 1 a.m. 3 p.m.	July 12 p.m. 13 a.m.	July 19 p.m.	Tenyo Maru
7	July 1 p.m.	July 3 a.m. 3 p.m.	July 5 a.m. 5 p.m.	.....	July 7 a.m. 8 a.m.	July 9 a.m. 10 p.m.	July 11 a.m. 11 p.m.	July 12 a.m. 14 p.m.	July 23 p.m. 24 a.m.	July 30 p.m.	Korea Maru
Survey Docking 15	July 16 p.m.	July 18 a.m. 18 p.m.	July 20 a.m. 20 p.m.	.....	July 22 a.m. 23 a.m.	July 24 a.m. 25 p.m.	July 26 a.m. 26 p.m.	July 27 a.m. 29 p.m.	Aug. 7 p.m. 8 a.m.	Aug. 14 p.m.	Shinyo Maru
Docking 7	July 30 p.m.	.....	.....	Aug. 3 p.m. 4 a.m.	.....	Aug. 7 a.m. 8 a.m.	.....	Aug. 9 p.m. 11 p.m.	Aug. 22 p.m. 23 a.m.	Aug. 30 p.m.	Persia Maru
10	Aug. 12 p.m.	.....	Aug. 15 a.m. 15 p.m.	.....	Aug. 17 a.m. 18 a.m.	Aug. 19 a.m. 20 p.m.	Aug. 21 a.m. 21 p.m.	Aug. 22 a.m. 24 p.m.	Sept. 2 p.m. 3 a.m.	Sept. 9 p.m.	Taiyo Maru
8	Aug. 27 p.m.	.....	Aug. 30 a.m. 30 p.m.	Sept. 1 a.m. 2 p.m.	.....	Sept. 5 a.m. 6 p.m.	Sept. 7 a.m. 7 p.m.	Sept. 8 a.m. 10 p.m.	Sept. 19 p.m. 20 a.m.	Sept. 26 p.m.	Siberia Maru
Docking 10	Sept. 9 p.m.	.....	Sept. 12 a.m. 12 p.m.	.....	Sept. 14 a.m. 15 a.m.	Sept. 16 a.m. 17 p.m.	Sept. 18 a.m. 18 p.m.	Sept. 19 a.m. 21 p.m.	Sept. 30 p.m. Oct. 1 a.m.	Oct. 7 p.m.	Tenyo Maru
9	Sept. 20 p.m.	.....	Sept. 23 a.m. 23 p.m.	.....	Sept. 25 a.m. 26 a.m.	Sept. 27 a.m. 28 p.m.	.....	Sept. 29 p.m. Oct. 1 p.m.	Oct. 10 p.m. 11 a.m.	Oct. 17 p.m.	Korea Maru
9	Oct. 2 p.m.	.....	Oct. 5 a.m. 5 p.m.	.....	Oct. 7 a.m. 8 a.m.	Oct. 9 a.m. 10 p.m.	.....	Oct. 11 p.m. 13 p.m.	Oct. 22 p.m. 23 a.m.	Oct. 29 p.m.	Shinyo Maru
6	Oct. 15 p.m.	.....	.....	Oct. 19 p.m. 20 a.m.	.....	Oct. 23 a.m. 24 a.m.	.....	Oct. 25 p.m. 27 p.m.	Nov. 7 p.m. 8 a.m.	Nov. 15 p.m.	Persia Maru
Dock ag 10	Oct. 30 p.m.	.....	Nov. 2 a.m. 2 p.m.	.....	Nov. 4 a.m. 5 a.m.	Nov. 6 a.m. 7 p.m.	.....	Nov. 8 p.m. 10 p.m.	Nov. 19 p.m. 20 a.m.	Nov. 26 p.m.	Taiyo Maru
Docking 10	Nov. 15 p.m.	.....	Nov. 18 a.m. 18 p.m.	Nov. 20 a.m. 21 p.m.	.....	Nov. 24 a.m. 25 p.m.	.....	Nov. 26 p.m. 28 p.m.	Dec. 7 p.m. 8 a.m.	Dec. 14 p.m.	Siberia Maru
9	Nov. 28 p.m.	.....	Dec. 1 a.m. 1 p.m.	.....	Dec. 3 a.m. 4 a.m.	Dec. 5 a.m. 6 p.m.	.....	Dec. 7 p.m. 9 p.m.	Dec. 18 p.m. 19 a.m.	Dec. 25 p.m.	Tenyo Maru
Docking 10	Dec. 8 p.m.	.....	Dec. 11 a.m. 11 p.m.	.....	Dec. 13 a.m. 14 a.m.	Dec. 15 a.m. 16 p.m.	.....	Dec. 17 p.m. 19 p.m.	Dec. 28 p.m. 29 a.m.	(1922) Jan. 4 p.m.	Korea Maru
Docking 11	Dec. 19 p.m.	.....	Dec. 22 a.m. 22 p.m.	.....	Dec. 24 a.m. 25 a.m.	Dec. 26 a.m. 27 p.m.	.....	Dec. 28 p.m. 30 p.m.	(1922) Jan. 8 p.m. 9 a.m.	Jan. 15 p.m.	Shinyo Maru
Docking 9	(1922) Jan. 4 p.m.	.....	.....	(1922) Jan. 8 p.m. 9 a.m.	.....	(1922) Jan. 12 a.m. 13 a.m.	.....	(1922) Jan. 14 p.m. 16 p.m.	Jan. 27 p.m. 28 a.m.	Feb. 4 p.m.	Persia Maru
9	Jan. 16 p.m.	.....	(1922) Jan. 19 a.m. 19 p.m.	.....	(1922) Jan. 21 a.m. 22 a.m.	Jan. 23 a.m. 24 p.m.	.....	Jan. 25 p.m. 27 p.m.	Feb. 5 p.m. 6 a.m.	Feb. 12 p.m.	Taiyo Maru
8	Jan. 31 p.m.	.....	Feb. 3 a.m. 3 p.m.	Feb. 5 a.m. 6 p.m.	.....	Feb. 9 a.m. 10 p.m.	.....	Feb. 11 p.m. 13 p.m.	Feb. 22 p.m. 23 a.m.	Mar. 1 p.m.	Siberia Maru
Docking 10	Feb. 11 p.m.	.....	Feb. 14 a.m. 14 p.m.	.....	Feb. 16 a.m. 17 a.m.	Feb. 18 a.m. 19 p.m.	.....	Feb. 20 p.m. 22 p.m.	Mar. 3 p.m. 4 a.m.	Mar. 10 p.m.	Tenyo Maru
9	Feb. 24 p.m.	.....	Feb. 27 a.m. 27 p.m.	.....	Mar. 1 a.m. 2 a.m.	Mar. 3 a.m. 4 p.m.	.....	Mar. 5 p.m. 7 p.m.	Mar. 16 p.m. 17 a.m.	Mar. 23 p.m.	Korea Maru
11	Mar. 9 p.m.	.....	Mar. 12 a.m. 12 p.m.	.....	Mar. 14 a.m. 15 a.m.	Mar. 16 a.m. 17 p.m.	.....	Mar. 18 p.m. 20 p.m.	Mar. 29 p.m. 30 a.m.	Apr. 5 p.m.	Shinyo Maru
Survey 12	Mar. 29 p.m.	.....	.....	Apr. 2 p.m. 3 a.m.	.....	Apr. 6 a.m. 7 a.m.	.....	Apr. 8 p.m. 10 p.m.	Apr. 21 p.m. 22 a.m.	Apr. 29 p.m.	Persia Maru

Stay of Steamers.—The stay of steamers at intermediate ports of call is about as follows: Honolulu 12 hours; Yokohama westward 72 hours, eastward 48 hours; Kobe westward 24 to 48 hours, eastward 12 to 30 hours; Nagasaki 12 to 20 hours; Shanghai 12 hours; Manila 36 hours; Dairen 12 to 36 hours. These figures are approximate and subject to change as the requirements of schedule may demand.





A LIST OF AGENTS AND REPRESENTATIVES OF

# TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP CO.)  
IMPERIAL JAPANESE AND UNITED STATES MAIL LINE

"THE PATHWAY OF THE SUN"

## From San Francisco and Portland, Ore., to Japan, China, Philippines and the Far East

For Information Regarding Passage and Freight Address any of the Following:

**TOYO KISEN KAISHA** maintains agents in the principal cities of the world, thus enabling travelers to secure definite information regarding rates and sailings at all times. The full list of these representatives is given below, and they will be glad to give any service in their power to those who request their assistance. As these men are all recognized authorities on travel matters, travelers will find it to their advantage to avail themselves of their service and advice whether their plans are for the transpacific journey or for travel in America or any other country in the world.

**TOYO KISEN KAISHA**  
Head Office: Tokyo, Japan  
General Office: Yokohama  
San Francisco Office:

Fourth Floor, Merchants National Bank Building,  
New York Office: 165 Broadway

### AGENTS IN THE UNITED STATES, CANADA AND MEXICO

**Alton, Ohio**  
Firestone Park Trust & Savings Bank.  
C. D. Honnold, Union Passenger Depot.  
**Atlanta, Ga.**  
Curand Line, 55 North Forsyth St.  
D. Jabury, Gen. Agent, Southern Pacific Co., 319 Healy Bldg.  
**Baltimore, Md.**  
Curand Line, 107 E. Baltimore St.  
Am. Express Co., 19 E. Baltimore St.  
W. B. Johnson, Gen. Agent, Southern Pacific Co., 402 Hartman Bldg.  
**Birmingham, Ala.**  
S. A. Brown, Gen. Agent, Southern Pacific Co., 5 Woolworth Bldg.  
**Boston, Mass.**  
Curand Line, 126 State St.  
Thomas Cook & Son, 335 Washington St.  
Wm. H. Eaves, S. & Tourist Agency, 10 Congress St.  
Raymond & Whitcomb, 22 Beacon St.  
Master's Tour, 345 Washington St.  
Am. Express Co., 43 Franklin St.  
J. H. Glynn, Gen. Agent, Southern Pacific Co., 17 Milk St.

Willard Mamey, Gen. Agent, Union Pacific Co., 207 Old South Bldg.  
E. B. St. John, D. P. A., Santa Fe, 336 Washington St.  
E. C. Fala, G. A., Western Pacific, 450 Old South Bldg.  
**Buffalo, New York**  
Am. Express Co., Main and Erie St.  
Buffalo Trust Co.  
**Cincinnati, Ohio**  
American Express Co., 4th and Race St.  
F. E. Scott, Gen. Agent, Southern Pacific Co., 202 2nd National Bank Bldg.  
W. H. Connor, Gen. Agent, Union Pacific Co., 7th Union Central Bldg.  
F. G. Burnett, G. A., Santa Fe, 300 Neave Bldg.  
**Chicago, Ill.**  
Line, 167 North Dearborn St.  
Thomas Cook & Son, 203 South Dearborn St.  
Raymond & Whitcomb, 112 North Dearborn St.  
Am. Express Co., 32 North Dearborn St.  
Universal Marine Agency 142 So. Clark St.  
C. L. Keith, 179 W. Jackson Boulevard.  
C. L. McFaul, Gen. Agent, Southern Pacific Co., 35 W. Jackson Blvd.  
Geo. Herman, G. A., P. D., Union Pacific Co., 58 East Washington St.  
J. R. Murray, D. P. A., Santa Fe, 179 W. Jackson St.  
J. L. Hohl, G. A., Western Pacific, 700 Westminster Bldg.  
**Cleveland, Ohio**  
Curand Line, Hotel Cleveland, Public Square.  
The Colver-Miller Co., 2033 East Ninth St., Cleveland Trust Bldg.  
Akers, Folkman & Lawrence, 733 Euclid Ave.  
Am. Express Co., 204 E. 9th St.  
P. Palmatier, D. P. A., Santa Fe, 405 Bangor Bldg.  
J. H. Harper, G. A., Western Pacific, Bangor Bldg.  
**Denver, Colo.**  
American Express Co., 1843 Stout St.  
E. D. Whitley, Denver R. & Tourist Agency, 611-17 St.  
F. W. Selawick, Gen. Agt., Southern Pacific Co., Denham Bldg.  
J. P. Hall, D. P. A., Santa Fe, 304 U. S. Nat. Bank Bldg.  
W. R. Cuziduff, A. G. P. A., Union Pacific Co., 18th & California.  
**Des Moines, Iowa**  
D. M. Shrank, Gen. Agent, Union Pacific Co., 209 Fifth St.  
C. A. Moore, G. A., Santa Fe, 615 Flynn Bldg.  
H. W. Warren, D. P. A., Chicago, Milwaukee and St. Paul Ry., Union Station.  
**Detroit, Mich.**  
Curand Line, 34 Washington Boulevard.  
Am. Express Co., 25 Fort St. West.

W. W. Hale, Gen. Agent, Southern Pacific Co., 211 Magnetic Bldg.  
B. R. Malcolm, Gen. Agent, Union Pacific Co., 11-17 Lafayette Blvd.  
P. T. Hendry, Gen. Agent, Santa Fe, Free Press Bldg.  
H. T. Gooddell, G. A., Western Pacific, 305 C. of C. Bldg.  
M. S. Murphy Co., 200 Murphy Bldg.  
**El Paso, Tex.**  
Southwestern S. S. Agency.  
**El Centro, Cal.**  
Security Commercial & Savings Bank.  
**Fort Worth, Texas**  
E. W. Merindoll, G. A., Western Pacific, care of F. W. & D. C. R.  
**Grand Junction, Colo.**  
W. B. Kenney, G. A., Western Pacific.  
**Highland Park, Mich.**  
Highland Park State Bank.  
**Hot Springs, Ark.**  
Leon Nunnally, Mo. Pac. Ticket Office.  
**Kansas City, Mo.**  
J. M. Hardy, 707 Walnut St.  
S. L. Kresler, Pacific Elec. Building.  
American Express Co., 753 S. Broadway.  
V. B. Banks, Gen. Agent, Southern Pacific Co., Railway Exchange Bldg.  
Seth Rhodes, A. G. P. A., 505 Walnut St.  
Geo. Hagenbuch, D. P. A., Santa Fe, 714 Walnut St.  
E. C. Rosbury, G. A., West. Pac., 112 Ry. Exch. Bldg.  
**Los Angeles, Cal.**  
S. L. Kresler, Pacific Elec. Building.  
American Express Co., 753 S. Broadway.  
Thomas Cook & Son, Hotel Alameda.  
D. W. Ferguson, 751 S. Spring St.  
Equitable S. S. Agency, 1st and Spring Streets.  
**Memphis, Tenn.**  
H. D. Wilson, 88 North Main St.  
L. C. Bouchard, Gen. Agent, Southern Pacific Co., Exchange Bldg.  
**Minneapolis, Minn.**  
Curand Line, Metropolitan Life Bldg.  
Nile Nelson, 127 S. Third St.  
American Express Co., 419 Marquette.  
E. H. Hawley, Gen. Agent, Union Pacific Co., 135 South Third St.  
**Nashville, Tenn.**  
J. F. Oaffney, Jr., Union Station.

(Continued on page 66)



# Oregon-Pacific Company

WILCOX BUILDING

CABLES: POWLMAC

PORTLAND, OREGON

Shipbrokers, Freight Forwarders and  
General Agents

FOR

**TOYO KISEN KAISHA**

(ORIENTAL S. S. CO.)

## SERVICES

**Portland to the  
Orient and  
South America**

Regular direct freight services to and from  
Portland to Japan, China, Mexico, Panama  
and West Coast of South America.

Regular direct passenger service to Japan  
and China from Valparaiso and other West  
Coast points, via Portland.

## JOINT SERVICES OF

**Holland-America Line and Royal Mail Steam Packet Company**

Regular direct freight service from Portland to the United Kingdom, France, Holland and Germany.

**Charles Nelson Company**

Northbound freight service, San Francisco  
to Portland.

**Columbia Navigation Co.**

Freight service between Portland and  
Siletz, Yaquina and Alsea Bay ports.

## PASSENGER BOOKING AGENTS

Holland-America Line, Royal Mail Steam Packet Company, Matson Line  
Toyo Kisen Kaisha and many others.

## STEAMER TICKETS

to Europe, South America, Hawaii, South Seas and the Orient.







## PERSONALS

(Continued from page 58)

## Girdles World for Husband

When it comes to trailing husbands from port to port, the families of navy officers have little advantage over Mrs. C. G. Van der Feen, of New York City, who has been spending the last eighteen months following hubby around the world.

Mrs. Van der Feen is smiling over the fact that she now has him definitely located at Hongkong, where the American Express Company have decided that he shall abide indefinitely. Mrs. Van der Feen sailed from San Francisco on the Tenyo Maru for the China port. Upon reaching Hongkong it will have been just a year and a half since she saw her husband. The former occasion was upon their honeymoon.

## Youthful Globe-Trotter

Little Amelie Volger, born in Singapore, Straits Settlements, just before the beginning of the Great War, has circled the earth four times. She left San Francisco aboard the Korea Maru with her mother, Mrs. Eva Volger, on the completion of her fifth trip around the world. This journey will end for the child and her mother when they reach Hankow, China, where Mr. Volger is the representative of banking interests.

Amelie has visited nearly every country in North America, Europe and Asia during her tours of the world. She expects some day to go to Africa, South America and Australia, and lay claim to all earth-girdling records for one of her years.

## A Correction

On page 14 of the August issue of JAPAN there appeared, in an article written by and published over the name of K. K. Kawakami, well-known contributor to this publication, a statement to the effect that Eugene E. Schmitz, mayor of San Francisco at the time when the Japanese school question was at its crisis, "had since served a long term in jail on charges of an unsavory nature." In writing this statement Mr. Kawakami was in error, and its publication in the columns of JAPAN was a mistake that is sincerely regretted and for which the fullest apology is hereby offered. Mr. Schmitz was the center of a fierce legal battle that extended over a long time, but it is not of record to our knowledge that he was ever in prison as a result of that litigation. He is now a member of the Board of Supervisors of the city of San Francisco, to which position he was elected by a large popular vote.

**HONGKONG & WHAMPOA DOCK CO., LIMITED**  
 TELEGRAPHIC ADDRESS: "BARFLETTY" HONGKONG  
**HONGKONG**  
 Dock Owners, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON AND BRASS FOUNDERS, FORGE MASTERS, ELECTRICIANS



*Tenyo Maru, Kaikwa S. S. Shipyard Maru in the Hongkong and Whampoa Dry Dock at Hongkong.*

Please Address Enquiries to the Chief Manager, R. M. DYER, B. Sc., M. I. N. A.  
 Kowloon Dock, Hongkong. Head Office, Kowloon. Town Office, Queen's Bldg.

## The Taikoo Dockyard and Engineering Company of HONGKONG, Limited

Works and General Offices: QUARRY BAY, HONGKONG

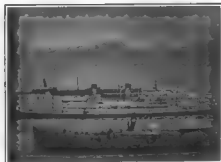
General Managers: JOHN SWIRE & SONS, Ltd., 8 Billiter Square, London

Agents in Hongkong, China and Japan: BUTTERFIELD & SWIRE  
 (John Swire & Sons, Ltd.)

Telegrams: TEMSELOAF, London. TAIKOODOCK, Hongkong

**Engineers  
 Boiler Makers  
 Repairers**

**Builders  
 of all types of  
 Passenger  
 and Cargo  
 Steamers**



**DRY DOCK**  
 787 x 88 Feet  
 Depth: 34½ Feet

**SLIPWAYS**  
 Capable of Taking  
 Steamers up to:  
 No. 1, 2700 Tons  
 No. 2, 2000 Tons  
 No. 3, 2000 Tons

The Building Yard is Laid Out With Furnaces and Plant Fitted  
 for Building Vessels up to 20,000 Tons



# Tales of the Sea Tales of See and Tales of the CCC

## The Log

OF THE CIRCUMNAVIGATORS CLUB  
Advertising Contract Blank and Rates  
upon application

Stories and Articles by Celebrated  
Circumnavigators Covers and Cartoons  
by Circumarteditornankivell  
Circumbyspecialdispensatioglackens  
and Mlle. Lagrima Bonafoux

The organ of the Circumnavigators  
Club printed bi-monthly for the  
pleasure of Circumnavigators, and  
those who ought to be.

### SUBSCRIPTIONS

This side of the C \$1.00  
The other side of the C \$1.50  
Single Copy, 20c  
J. H. BIRCH, Jr., Editor

The Log of the  
Circumnavigators Club  
Burlington, New Jersey, U. S. A.

# INTERNATIONAL BANKING CORPORATION

OWNED BY NATIONAL CITY BANK OF NEW YORK

CAPITAL AND SURPLUS  
U. S. \$10,000,000

UNDIVIDED PROFITS  
U. S. \$4,000,000

## BRANCHES THROUGHOUT THE WORLD

CHINA Canton Hankow Harbin Hongkong	Pekin Shanghai Tientsin	DOMINICAN REPUBLIC Barahona Puerto Plata San Pedro de Macoris Sanchez Santiago Santo Domingo San Francisco de Macoris	JAVA Batavia Sourabaya	PANAMA Colon Panama
INDIA Bombay Rangoon	Calcutta		JAPAN Kobe Yokohama	PHILIPPINE ISLANDS Cebu Manila
			SPAIN Barcelona Madrid	STRAITS SETTLEMENTS Singapore

## BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK

ARGENTINA Buenos Aires Once (Buenos Aires) Rosario	BRAZIL Bahia Rio de Janeiro Pernambuco Porto Alegre Sao Paulo	ITALY—Genoa PERU—Lima PORTO RICO Ponce San Juan	URUGUAY Montevideo Calle Rondeau (Montevideo)
BELGIUM Antwerp Brussels	CHILE Santiago Valparaiso	RUSSIA Moscow Petrograd (temp. discontinued)	VENEZUELA Caracas Ciudad Bolivar Maracaibo
COLOMBIA Barranquilla Bogota Medellin	CUBA Havana and 22 other cities in Cuba	SOUTH AFRICA Cape Town	

## HEAD OFFICE: 60 WALL STREET, NEW YORK

SAN FRANCISCO OFFICE  
232 MONTGOMERY ST.

LONDON OFFICE  
36 BISHOPSGATE, E. C.

LYONS OFFICE  
27 PLACE TOLOZAN

TELEPHONE KEARNY 1696

## T. J. Moynihan & Co.

### BOILER WORKS

### STATIONARY AND MARINE BOILERS AND OIL TANKS OF ALL KINDS

Built according to draw-  
ings or specifications

MARINE REPAIRING OF EVERY  
DESCRIPTION and SHEET IRON  
WORK executed at the shortest  
notice on the most reasonable terms

W. L. GILL, Manager

401 FOLSOM STREET

Southwest Corner Fremont  
San Francisco

# AMERICAN TRADING COMPANY

HEAD OFFICE, 25 BROAD STREET, NEW YORK CITY

## IMPORTERS AND EXPORTERS CONTRACTORS — ENGINEERS — SHIPPING

SAN FRANCISCO TACOMA NEW ORLEANS TOKYO YOKOHAMA KOBE SHANGHAI PEKING HANKOW TIENTSIN MILAN	SYDNEY MELBOURNE PERTH BRISBANE ADELAIDE MADRID LONDON PARIS BRUSSELS ROTTERDAM MARTINIQUE	HAVANA CARACAS MEXICO CITY VERA CRUZ BUENOS AIRES ROSARIO MONTEVIDEO RIO DE JANEIRO BAHIA PERNAMBUCO SAO PAULO
--	--	--

PUBLISHERS OF

“THE EXPORT WORLD AND HERALD”

IN ENGLISH AND SPANISH

ASK US FOR A SAMPLE COPY AND ADVERTISING RATES



:-:      **Directory of Highly Recommended Business Firms**      :-:

ESTABLISHED 1850  
CABLE ADDRESS "LANGLEY"  
A. B. C. CODE 5TH ED. IMPROVED 6TH ED.  
BENTLEY-WESTERN UNION 5 LETTER

**LANGLEY & MICHAELS CO.**

IMPORTERS AND WHOLESALE  
**DRUGGISTS**

DRUGGISTS SUNDRIES, GLASSWARE, PHARMACEUTICAL  
PREPARATIONS, SODA FOUNTAINS AND SUPPLIES

MANUFACTURERS OF  
HYDROGEN PEROXIDE

42-60 FIRST STREET      11-21 STEVENSON STREET  
SAN FRANCISCO

**William Cluff Company,**  
INC.

**SAN FRANCISCO, CALIF.**

IMPORTERS      EXPORTERS  
MANUFACTURERS AND CANNERS  
EXCLUSIVE REPRESENTATIVES

CANNED FRUIT, CANNED VEGETABLES  
GROCERIES AND PROVISIONS, SHOES  
RUBBER SUNDRIES, HARDWARE, CHEMICALS

GENERAL MERCHANDISE

FOREIGN OFFICES  
Shanghai, China      Manila, P. I.

**O'Brien, Spotorno & Mitchell**

WHOLESALE AND RETAIL DEALERS IN  
**POULTRY, GAME and DAIRY PRODUCE**

AGENTS FOR CANTEL CHEESES

CALIFORNIA ST. BET. MONTGOMERY AND KEARNY  
SAN FRANCISCO, CALIFORNIA

TELEPHONE DOUGLAS 3622  
CONNECTING ALL DEPARTMENTS

TELEPHONE NO. 685

NO. 147 CONNAUGHT ROAD, WEST  
HONG KONG

**AH PONG**  
**HOUSE AND SIGN**  
**PAINTER**

GILDING, POLISHING, GRAINING AND  
SCRAPING, BUILDING CONTRACTOR  
CARPENTER AND CAULKER

**Johnson & Higgins**

INSURANCE EXCHANGE BLDG.  
SAN FRANCISCO

**FIRE  
MARINE  
LIABILITY**

**INSURANCE BROKERS and  
AVERAGE ADJUSTERS**

**BAYLE, LACOSTE & CO.**

WHOLESALE AND RETAIL DEALERS IN  
TRIPE, CALVES' HEADS AND FEET, BRAINS, TONGUES,  
SWEETBREAD, LIVERS AND OX TAILS

**CALIFORNIA MARKET**  
**444 PINE STREET**

PHONES:  
OFFICE, DOUGLAS 3738      FACTORY, BUTCHERTOWN 30  
SAN FRANCISCO, CAL.

CABLE ADDRESS:      WESTERN UNION  
BLISS, SAN FRANCISCO      TELEGRAPH CODE

**GEO. HERRMANN COMPANY**

HOPS IN BALES AND CASES  
ANHYDROUS AMMONIA      AQUA AMMONIA 28°  
SOLVAY 75% CALCIUM CHLORIDE, SOLID AND  
GRANULATED  
PACKERS OF CROWN BRAND HOPS

300 FRONT ST.      SAN FRANCISCO, CAL.

P. O. BOX 2175

**A. PALADINI**

WHOLESALE AND RETAIL FISH DEALER  
FRESH, SALT, SMOKED, PICKLED AND DRIED FISH

**540-554 CLAY STREET**  
SAN FRANCISCO

**THE DAIRY FARM, ICE &  
COLD STORAGE CO., Ltd.**

**Dairy Farmers, Poulterers**

IMPORTERS OF AUSTRALIAN FROZEN BEEF,  
MUTTON, LAMB AND FRESH BUTTER

MANUFACTURERS OF  
**"CRYSTAL" ICE**

CONTRACTORS TO  
H. B. M'S. ARMY AND NAVY

**2 Lower Albert Road  
HONGKONG**

TELEGRAPHIC ADDRESS: MILKMAID

J. ESCALLE      J. DOASSANS

**J. DOASSANS & CO.**

PORK PACKERS

CHOICEST KINDS OF SAUSAGES, HAMS, BACON, ETC.  
CLUB HOUSE AND FRENCH SAUSAGES A SPECIALTY

STALLS NOS. 88 TO 90  
CALIFORNIA MARKET

PHONES: SUTTER 4870-4871      SAN FRANCISCO, CAL.

**PACIFIC ORIENT CO.**

ESTABLISHED 1901

EXPORT — IMPORT

16 CALIFORNIA ST., SAN FRANCISCO, CAL.

CABLE ADDRESS: COWEN      ALL CODES

J. W. LEGGETT      B. O. BREMER

**MATTOON & CO.**

CUSTOM HOUSE BROKERS AND  
FORWARDING AGENTS

516 BATTERY ST., SAN FRANCISCO, CALIF.  
PHONE SUTTER 374

PHONE KEARNY 3117

**A. N. NELSON & CO.**

EXPORTERS, IMPORTERS AND WHOLESALE  
BUTTER, EGGS, CHEESE, PROVISIONS  
SHIP SUPPLIES, CANNED GOODS  
SALT, SALT FISH, ETC.

87-89 CLAY ST.,      SAN FRANCISCO

SMOKE ALEXANDER

**HUMBOLDT**

MILD HAVANA CIGARS

Michalitschke Bros. & Co., Inc.

DISTRIBUTERS      SAN FRANCISCO

Home of the CHICKERING and other pianos  
The AUTOPIANO, Choice of the Navy  
The famous AMPICO Reproducing Piano  
Victrolas, Victor Records and Player Rolls  
Band Instruments and Accessories

**Byron Mauzy, 250 Stockton St.**  
(On Union Square—Opp. The St. Francis Hotel)  
VISITORS ARE WELCOME

**Charles L. Goetting & Co.**

DEALERS IN  
DOMESTIC AND TROPICAL FRUITS & PRODUCE

**CALIFORNIA MARKET**

PHONE DOUGLAS 3761  
SAN FRANCISCO

G. F. NEWELL      J. H. MARSHALL

**MARSHALL-NEWELL Supply Co.**

INCORPORATED

ENGINEERS' AND MACHINISTS'  
SUPPLIES AND GENERAL  
HARDWARE

SPEAR AND MISSION STS.  
PHONE SUTTER 6585      SAN FRANCISCO, CAL.

PHONE DOUGLAS 3588

**W. S. ALEXANDER**

GENERAL INSURANCE AND MERCHANDISE BROKERS  
CONTRACT AND SURETY BONDS  
BURGLARY AND ACCIDENT INSURANCE  
AUTOMOBILE POLICIES AND CUSTOMS CONTRACTS

525 MARKET STREET      SAN FRANCISCO

TELEPHONE KEARNY 3530

**CONSOLIDATED OYSTER Co.**

PACKERS  
ANTLER BRAND  
FRESH FROZEN OYSTERS

IMPORTERS, PLANTERS AND WHOLESALE DEALERS

GENERAL OFFICE  
CALIFORNIA MARKET      SAN FRANCISCO, CAL.



At Home—  
At the Club—  
Cafe or Hotel—

## CASWELL'S COFFEE

*always satisfactory*

**Geo. W. Caswell Company**

Phone Sutter 6654

442-452 Second St., San Francisco, Cal.

Sold With a Guarantee

P. O. BOX 152

TELEPHONE 68  
NEW 2695

**AH CHEW BROTHERS  
LEE CHUCK**

721 ALAKA ST. OPP. GRIFF CO. NEXT DOOR SEAMEN'S  
INSTITUTE. NEAR ALAKA WHARF  
HONOLULU, T. H.

DEALERS IN  
DRY GOODS, GROCERIES, FRUITS AND VEGETABLES  
OF ALL KINDS.

GUARANTEED IN GOOD ORDER

DELIVERED TO ANY PART OF THE CITY FREE OF CHARGE  
SHIPS' SUPPLIES A SPECIALTY DELIVERIES MADE  
ON SHORT NOTICE, DAY OR NIGHT

## Indo-China Steam Navigation Co. Limited

Shanghai, Weihaiwei, Chefoo and  
Tientsin Line—Every Three Days

Shanghai, Swatow, Hong Kong  
and Canton Line—Every Five Days

The Steamers of this Company  
Offer Superior Passenger Ac-  
commodation and are fitted  
throughout with electric light.

Calcutta, Hong Kong, Shanghai  
and Japan Line—Every Ten Days

These Steamers maintain a  
Regular Service between Cal-  
cutta and Kobe, calling at  
Penang, Singapore and Hong  
Kong en route, in addition to  
Mojri when Westward bound.

A Weekly Service is maintained between  
Hong Kong and Manila by the S. S.  
Yuensang and Loongsang, leaving each  
Port on Friday Afternoon.

**Jardine Matheson & Co.  
Limited**  
General Managers at Hong Kong

## HONOLULU DAIRYMEN'S ASSOCIATION

HONOLULU, T. H.

PURE MILK AND CREAM

WE MAKE A SPECIALTY OF CERTIFIED BABY MILK.  
GIVE US YOUR ORDER AND WE WILL DELIVER ON  
BOARD IN ANY QUANTITY. MILK, ICE CREAM, DO-  
LIVERED TO REFRIGERATOR OF STEAMER.

**H. N. COOK BELTING CO.**

MANUFACTURERS

**LEATHER BELTING**

SAN FRANCISCO, U. S. A.

WHEN IN HONOLULU VISIT

**SHINRUTEI**  
HIGH CLASS JAPANESE  
RESTAURANT

TELEPHONE 2502

HONOLULU, T. H.

**LEVENSOM COMPANY**

ESTABLISHED 1875

CUTLERY, HARDWARE, HOTEL WARE, KITCHEN WARE  
TIN WARE, WILLOW WARE, WOODEN WARE  
ALUMINUM WARE, JANITORIAL SUPPLIES

325-327 MARKET ST., SAN FRANCISCO  
FORMERLY FRONT AND FINE STS.

HONOLULU'S LEADING ORIENTAL STORE  
**The Japanese Bazaar**  
K. ISOSHIMA, Prop.  
1180-1184 Fort St., Honolulu, T. H.  
P. O. Box 875  
Mail orders promptly attended to

PHONES: MAIN 5670  
15805

**YASUHARA CO.**  
STEAMSHIP

PROVISION SUPPLIES  
OFFICE 115 N. SAN PEDRO ST.

Passenger Agent  
TOYO KIEN KAISHA  
(ORIENTAL S. S. CO.)

219 Jackson St.  
Los Angeles, Cal.

**McCabe, Hamilton &  
Renny Co., Ltd.**

**STEVEDORES**

SHIPS' MAIL IN OUR CARE PROMPTLY  
DELIVERED

HONOLULU, T. H.

CODES:

WATKINS. SCOTT'S, 7TH ED., A-1, A. B. C.

CABLE ADDRESSES:  
"RENNY"

# KIRIN BEER

Japan's  
Foremost  
Brew

Obtainable on  
all ships of the  
Toyo Kisen  
Kaisha



**SOLE AGENTS**  
**MEIDI-YA CO., Ltd.**



# NIPPON YUSEN KAISHA.



## N. Y. K.

operates **NUMEROUS STEAMSHIP LINES**  
to all parts of the globe

with

**Japan**

as centre

**SUPERB SHIP & SPLENDID SERVICE**

### PRINCIPAL LINES

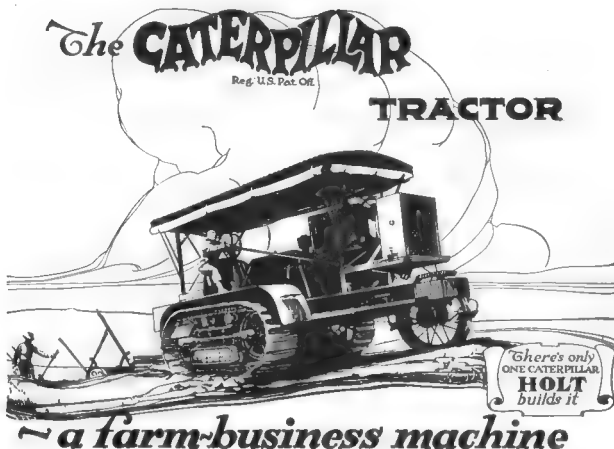
Europe Line . . . . . Fortnightly  
 Australian Line . . . . . Monthly  
 Seattle Line . . . . . Every 3 weeks  
 South American Line . . . . . Once every 2 months  
 New York Line . . . . . Every 4 weeks  
 Bombay Line . . . . . Fortnightly  
 Calcutta Line . . . . . Fortnightly  
 Japan-Java-Calcutta Line . . . . . Monthly  
 Calcutta-New York Line . . . . . Monthly  
 South Sea Islands Line . . . . . Semi-monthly  
 Shanghai Line . . . . . 3 times a week  
 North China Line . . . . . Every 6 days  
 &c., &c., &c.

### BRANCHES & AGENCIES

Yokohama . . . . . Nippon Yusen Kaisha  
 Kobe . . . . . Nippon Yusen Kaisha  
 Shanghai . . . . . Nippon Yusen Kaisha  
 Tientsin . . . . . Nippon Yusen Kaisha  
 Hongkong . . . . . Nippon Yusen Kaisha  
 Manila . . . . . Warner, Barnes & Co.  
 Singapore . . . . . Nippon Yusen Kaisha  
 Calcutta . . . . . Nippon Yusen Kaisha  
 Bombay . . . . . Nippon Yusen Kaisha  
 Sydney . . . . . Burns, Philp & Co.  
 Melbourne . . . . . Dalgety & Co., Ltd.  
 Seattle . . . . . Nippon Yusen Kaisha  
 New York . . . . . Nippon Yusen Kaisha  
 London . . . . . Nippon Yusen Kaisha  
 &c., &c., &c.

**Head Office, Tokyo, Japan**

Branches and Agencies at all the Principal Ports of the World



Built into every "Caterpillar" Tractor is a big, sound farming-business principle: lowest cost per working hour.

To the manufacturer this principle demands the construction of the very best, the most efficient machine manufacturing skill can produce—a machine accurate to a hair's breadth in every detail—one that stands up under the heaviest work any tractor can be called upon to perform.

To you this principle means that the "Caterpillar" Tractor will pay back in shortest time every dollar you invest in it. It is a farming-business proposition pure and simple. It enables you to

plow better and more economically; it enables you to cultivate better and more economically; it enables you to harvest better and more economically.

"Caterpillar" Tractor owners all over the world have proved the truth of these statements. The "Caterpillar" Tractor's record in war and in peace is a story of exceptional performance at lowest cost per working hour.

If you are interested in cutting down your farming expenses by modern tractor methods—write today for the story of the "Caterpillar" Tractor so that you can judge for yourself.

## THE HOLT MANUFACTURING COMPANY

San Francisco

STOCKTON, CALIF.

PEORIA, ILL.

Los Angeles

MITSUI & CO., Ltd.  
Japan, Formosa, Korea and Manchuria

PACIFIC COMMERCIAL CO.  
Philippine Islands

THE DAVIS COMPANY, Ltd.  
Singapore and Dutch East Indies



# CUNARD LINE



FIREPLACE  
IN  
PALLADIAN LOUNGE



R.M.S. "AQUITANIA"

## Passenger and Freight

New York—Cherbourg—  
Southampton  
New York—Liverpool  
New York—London  
New York—Bristol  
New York—Antwerp  
New York—Rotterdam

New York—Glasgow  
New York—Medterranean  
Boston—Liverpool  
Boston—London  
Philadelphia—Liverpool  
Philadelphia—London  
Philadelphia—Bristol

Baltimore—Bristol  
Halifax—Southampton  
Halifax—Liverpool  
Halifax—London  
Portland, Me.—London  
Portland, Me.—Bristol  
America—Levant

## 25 BROADWAY, NEW YORK

55 N. Forsyth St. .... ATLANTA  
107 E. Baltimore St. .... BALTIMORE  
120 State St. .... BOSTON  
140 N. Dearborn St. .... CHICAGO  
Hotel Cleveland Bldg. .... CLEVELAND  
1227 1229 Washington Blvd. .... DETROIT  
Metropolitan Life Bldg. .... MINNEAPOLIS  
205 St. Charles St. .... NEW ORLEANS  
21-24 State St. .... NEW YORK  
1390 Walnut St. .... PHILADELPHIA  
443 West Washington St. .... PHOENIX  
712 Smithfield St. .... PITTSBURGH  
198 Middle St. .... PORTLAND, ME.

1132-37 Olive St. .... ST. LOUIS  
501 Market St. .... SAN FRANCISCO  
621 Second Ave. .... SEATTLE  
517 14th St., N. W. .... WASHINGTON

## CANADA

Granville and George Sts. .... HALIFAX  
20 Hospital St. .... MONTREAL  
101 St. Peter St. .... QUEBEC  
162 Prince William St. .... ST. JOHN  
50 King St., E. .... TORONTO  
622 Hastings St., W. .... VANCOUVER  
270 Main St. .... WINNIPEG



# TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP CO.)  
IMPERIAL JAPANESE AND UNITED STATES MAIL LINE  
"THE PATHWAY OF THE SUN"

From San Francisco to Japan, China, Philippines and Orient;  
also to Japan, direct via Portland, Oregon

## NORTH AMERICAN LINE FAST AND FREQUENT FREIGHT AND PASSENGER SERVICE

Calling at Honolulu, Yokohama, Kobe, Nagasaki, Dairen, Manila, Hongkong, Shanghai and connecting at Japan and China ports for all points East, North and South

S. S. "Shinyo Maru"—"Tenyo Maru" S. S. "Taiyo Maru" S. S. "Korea Maru"—"Siberia Maru"  
22,000 Tons, Triple Screw Turbine; 21 Knots 25,000 Tons; 21 Knots 20,000 Tons, Twin Screw Recipr.; 18 Knots

## PERFECT SERVICE—UNEQUALLED CUISINE

SAILINGS FROM SAN FRANCISCO TO THE ORIENT:

S. S. "PERSIA MARU".....	Sept. 6th	S. S. "SIBERIA MARU".....	Oct. 5th	S. S. "KOREA MARU".....	Oct. 26th
S. S. "TAIYO MARU".....	Sept. 17th	S. S. "TENYO MARU".....	Oct. 17th	S. S. "SHINYO MARU".....	Nov. 7th

SAILING VIA PORTLAND FOR HONGKONG VIA JAPAN DIRECT: S. S. "RAKUYO MARU," OCTOBER 14, 1921

## SOUTH AMERICAN LINE

The only Regular Direct Service between the Orient (Hongkong, Moji, Kobe, Yokohama), Hawaii (Honolulu), San Francisco, San Pedro (Los Angeles), Mexico (Salina Cruz), Panama (Balboa), and South America (Callao, Arica, Iquique, Valparaiso).

S. S. "ANYO MARU," 18,500 Tons; S. S. "RAKUYO MARU," 18,500 Tons; S. S. "SEIYO MARU," 14,000 Tons; S. S. "BOKUYO MARU," 10,000 Tons D. W.; S. S. "MEIYO MARU," 12,000 Tons D. W.  
S. S. "HAYO MARU," 10,000 Tons D. W.; S. S. "CHOYO MARU," 10,000 Tons D. W.; S. S. "REIYO MARU," 10,000 Tons D. W.; S. S. "KOYO MARU," 10,000 Tons D. W.; S. S. "KAISHO MARU," 10,000 Tons D. W.

SAILINGS, SOUTH AMERICAN LINE: Freight Only—S. S. "CHOYO MARU," SEPTEMBER 2ND

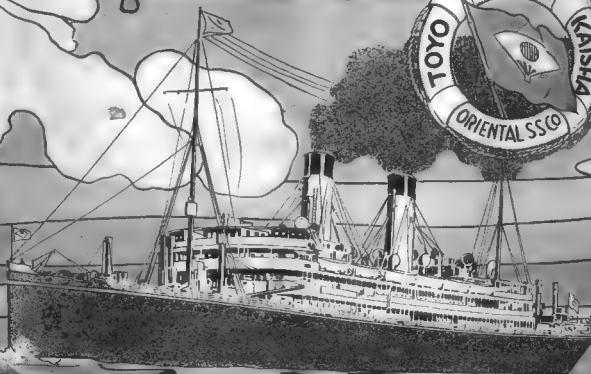
Passengers and Freight—S. S. "GINYO MARU," SEPTEMBER 19TH.

## HEAD OFFICE: TOKYO, JAPAN

General Offices for United States  
625 Market St., San Francisco

PORTLAND OFFICE: New York Office  
Widow Bldg. 165 Broadway

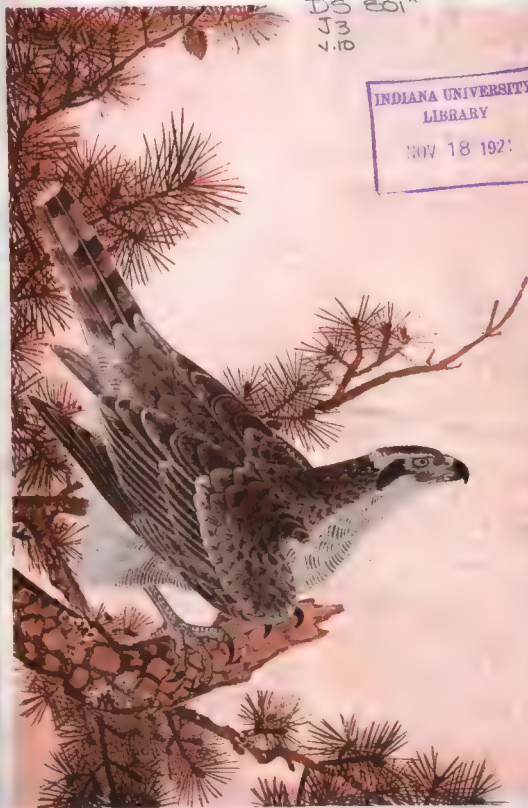
CHICAGO OFFICE: 58 East Washington St.





# J A P A N

日本



DS 801\*  
J3  
v.10

INDIANA UNIVERSITY  
LIBRARY  
NOV 18 1921

NOVEMBER, 1921

Google

THE UNIVERSITY OF MICHIGAN





## TO THE END OF THE TRAIL

Our Foreign Department directly connects American enterprise with the world's routes of trade—reaches to the ends of the most remote business trails.

*Anglo service* meets the every requirement of International Commerce.

### OFFICERS

HERBERT FLEISHHACKER  
PRESIDENT  
MORTIMER FLEISHHACKER  
VICE-PRESIDENT  
J. FRIEDLANDER  
VICE-PRESIDENT  
C. F. HUNT  
VICE-PRESIDENT  
HARRY COE  
VICE-PRESIDENT  
W. E. WILCOX  
VICE-PRESIDENT AND CASHIER

J. W. LILIENTHAL, JR.  
VICE-PRESIDENT  
FRED F. OUER  
ASSISTANT VICE-PRESIDENT  
V. KLINKER  
ASSISTANT VICE-PRESIDENT  
J. S. CURRAN  
ASSISTANT VICE-PRESIDENT  
J. W. HARRISON  
ASSISTANT VICE-PRESIDENT  
E. R. ALEXANDER  
ASSISTANT VICE-PRESIDENT

JOHN GAYLE ANDERTON  
ASSISTANT CASHIER & SEC.  
GEO. A. VAN SMITH  
ASSISTANT CASHIER  
EUGENE PLUNKETT  
ASSISTANT CASHIER  
L. J. AUBERT  
ASSISTANT CASHIER  
F. J. HOAGLAND  
ASSISTANT CASHIER  
V. R. PENTECOST  
ASSISTANT CASHIER

### DIRECTORS

ROBERT DOLLAR  
PRESIDENT DOLLAR STEAMSHIP CO.  
K. R. KINGSBURY  
PRESIDENT STANDARD OIL CO. OF CALIFORNIA  
CHAS. C. MOORE  
PRESIDENT CHAS. C. MOORE & CO.  
M. FLEISHHACKER  
PRESIDENT GREAT WESTERN POWER CO.  
EDWIN A. CHRISTENSON  
SHIPPING AND LUMBER  
R. D. ROBBINS, JR.  
PRESIDENT BANK OF SUISUN  
ADOLFO STAHL  
EXPORTER AND IMPORTER

HERBERT FLEISHHACKER  
PRESIDENT  
WM. F. HUMPHREY  
ATTORNEY  
JOHN D. SPRECKELS  
PRESIDENT J. D. SPRECKELS & BROS. CO.  
SIG. STERN  
LEVI STRAUSS & CO.  
J. R. HANIFY  
SHIPPING AND LUMBER  
A. W. FOSTER  
CAPITALIST

J. J. MACK  
CAPITALIST  
J. C. MCKINSTRY  
ATTORNEY  
C. F. HUNT  
VICE-PRESIDENT  
M. MEYERFELD, JR.  
CAPITALIST  
WALTER E. BUCK  
CAPITALIST  
W. E. WILCOX  
VICE-PRESIDENT AND CASHIER

RESOURCES OVER ONE HUNDRED MILLION DOLLARS

**The Anglo & London Paris National Bank  
OF SAN FRANCISCO**



# Classified Directory of Leading Business Firms

PAGE

<b>Agricultural Tractors</b>	
Holt Mfg. Co. (Caterpillar).....	73
<b>Air Flights</b>	
Walter T. Varney.....	56
<b>Automobiles</b>	
Don Lee.....	45
<b>Banks</b>	
Anglo & London Paris Nat'l Bank	
Inside Front Cover	
Bank of Italy.....	55
International Banking Corporation.....	63
Ladd & Tilton Bank.....	50
Mitsui Bank.....	50
Wells Fargo.....	37
<b>Boilers</b>	
T. J. Moynihan & Co.....	68
<b>Coal</b>	
King Coal Co.....	3
<b>Clears</b>	
Michalitschke Bros. & Co.....	60
<b>Coffee</b>	
Caswell's Coffee.....	56
M. J. Brandenstein & Co.....	50
<b>Dock Yards and Shipbuilding</b>	
Hongkong & Whampoa Dock Co.....	31
The Taikeo Dockyard & Eng. Co.....	61
<b>Druggists</b>	
Langley & Michaels.....	60
<b>Furs</b>	
I. Magnin & Co.....	43
<b>Florists</b>	
Podesta & Baldocchi.....	56
<b>Freight Forwarders and Shippers</b>	
Davies, Turner & Co.....	66
Mattson & Co.....	65
Oregon Pacific Co.....	65
<b>Gold Bells and Clubs</b>	
St. Munro Mfg. Co.....	56
<b>Hardware</b>	
Levenson Co.....	70
Marshall-Newall Supply Co.....	69
<b>House Furnishings</b>	
W. & J. Sloane.....	53
<b>Hops, Mail, Beer</b>	
Geo. Hermann Co.	
E. Clemens Horst.....	70
<b>Hotels</b>	
Alexandria, Los Angeles.....	44
Ambassador Hotel, Atlantic City.....	44
Ambassador, Los Angeles.....	44
Aspenia, New York.....	46
Bellerose-Stratford, Philadelphia.....	54
Biltmore Hotel, New York, N. Y.....	54
Belmont Hotel, New York, N. Y.....	54
Clark Hotel, Los Angeles, Cal.....	41
Clarks Hotel, New York, N. Y.....	47
Commodore Hotel, New York, N. Y.....	50
Clift Hotel, San Francisco.....	47
Del Monte Hotel, Del Monte, Cal.....	3
Drake Hotel, Chicago.....	49
Hongkong Hotel, Hongkong, China.....	62
Hotel Cleveland, Cleveland.....	62
Japan Hotel Association.....	64
Martiniere Hotel, New York.....	64
McAlpin Hotel, New York.....	64
Murray Hill Hotel, New York, N. Y.....	50
Oakland Hotel.....	45
Oriental Hotel, Kobe, Japan.....	54
Palace Hotel, San Francisco.....	42
Plaza Hotel, San Francisco.....	46
Rossmore Hotel, Los Angeles.....	45
St. Francis Hotel, San Francisco, Cal.....	45
Stewart Hotel, San Francisco, Cal.....	45
Temple Courts.....	52
Waldorf-Astoria Hotel, New York.....	54
Woodstock Hotel, New York.....	54
Whitcomb Hotel.....	41
<b>Irons and Steel</b>	
T. J. Moynihan & Co.....	68



Volume X

Number 14

NOVEMBER - - 1921

(Published on October 1st, 1921)

Price, 15 Cents Per Copy. \$1.50 Per Year.

## CONTENTS

<b>Cover Design—The Hawk.</b>	<b>Page</b>
Frontispiece—The Yosemite Valley of Korea.....	4
Through a Japanese Shell (Poem).....	5
By James King Steele	
Art Section—Land of Lovely Landscapes.....	6
When Nature Spills Her Paint Box.....	12
By Jabez K. Stone	
Judo and its Originator.....	17
By Julian Street	
Travel Stuff.....	29
By John Sharrock	
Porthole Pictures of Prominent Passengers.....	34
Shall America Have War With Japan?.....	37
New Modes for All Occasions.....	38
Editorial.....	44
With the New Books—A Review by Prof. Freder- ick Starr.....	52
Across the Pacific.....	60
Trans-Pacific Sailing Schedules.....	62
Toyo Kisen Kaisha Representatives and Agents.....	64

This magazine is distributed through tourist and ticket agencies in the United States, Honolulu, Japan, China, India, Australia, the Philippines and other countries. In addition it is circulated on steamers of the Toyo Kisen Kaisha and other S. S. lines, and mailed to exporters and importers of America and the Orient and in response to inquiries for rates, schedules and other information. "Japan" reaches a select class of prospective tourists and travelers, travel information bureaus, hotels, importers, exporters, shippers, consignees, etc. The monthly circulation of "Japan" is guaranteed by the Toyo Kisen Kaisha.

CORRESPONDENT: 1921, at JAMES K. STEWART

Advertising rates will be furnished upon application.

**CONTENTS**—Travelers are invited to send to the Editor photographs, stories or lines of interest regarding the steamer or the territories reached by the Toyo Kisen Kaisha. Due credit will be given the author or the artist for all matter used.

Insurance

PAGE

Actua Insurance Co.....	70
W. S. Alexander.....	69
Johnson & Higgins.....	69
<b>Importers and Exporters—</b>	
In America	
American Trading Co.....	65
E. Clemens Horst Co.....	70
Langley & Michaels.....	69
A. N. Nelson & Co.....	60
Panama Agencies Co.....	70
Pacific Orient Co.....	69
<b>Laundry</b>	
Metropolitan Laundry Co.....	56
<b>Laundry Machinery</b>	
Troy Laundry Machinery Co.....	45
<b>Leather</b>	
H. N. Cook Baling Co.....	70
Kullman, Sals & Co.....	70
<b>Musical Instruments</b>	
Byron Maury (Piano).....	69
<b>Oriental Stores</b>	
The Japanese Bazaar.....	70
<b>Petroleum Products</b>	
Union Oil Co.....	52
<b>Paints and Painting</b>	
Ah Pong.....	60
<b>Printing</b>	
A. Curiale & Co.....	70
<b>Provisions—Ship Supplies</b>	
Rayle, Lacroix & Co.....	60
Ah Chew Bros.....	70
W. C. Chitt & Co.....	60
Consolidated Oyster Co.....	60
J. Deane & Co.....	60
Dairy Farm Co., Ltd.....	69
Chen L. Goring & Association.....	70
Honolulu Dairyman's Association.....	70
O'Brien, Spoto & Mitchell.....	60
A. Talsani.....	69
Schweitzer & Co., Inc.....	70
Yasuhara Co.....	70
<b>Publications</b>	
Los of Circumnavigators' Club.....	65
Tyrry's Guide in Japan.....	70
<b>Railroads</b>	
Yosemite Valley Railroad.....	48
Imperial Government Railways.....	67
<b>Restaurants</b>	
Golden Phoenix.....	56
<b>Sailing Schedules</b>	
On Pacific.....	62-63
<b>Silverware</b>	
International Silver Co.....	31
<b>Steamship Companies</b>	
Canada Line.....	Inside Back Cover
Indo-China Steam Nav. Co.....	60
Toyo Kisen Kaisha.....	Back Cover
<b>Steamship Agents</b>	
Toyo Kisen Kaisha.....	64
Thos. Cook & Son.....	70
American Express Co.....	45
Oregon-Pacific Co.....	65
<b>Stewards</b>	
McLure, Hamilton & Renny Co.....	70
<b>Trucks</b>	
Holt Mfg. Co. (Caterpillar).....	72
<b>Tourist Agents</b>	
American Express Co.....	45
Thos. Cook & Son.....	70
Japan Hotel Association.....	66
<b>Women's Apparel</b>	
I. Magnin & Co.....	43



KISEN KAISHA  
S.S.

KOREA MARU

TAKING  
KING COAL  
FOR BUNKERS

SAN FRANCISCO  
*furnished by*  
the  
KING COAL CO.

**KING COAL COMPANY**

EXCHANGE BLDG. 369 PINE STREET  
SAN FRANCISCO





# Hotel Del Monte California

**A place where it is summer  
all the year—**

not the hot summer of the tropics, nor the high temperature of the Mid West, nor yet the winters of the East—but the delightful cool summer of California's Coast.

***There is no Place Like Del Monte***

**Del Monte is the ideal place in which to spend a few days before sailing or after returning from abroad. It offers every facility for out door sport.**

**ONLY 4 HOURS BY TRAIN FROM SAN FRANCISCO. 126 MILES  
OVER FINEST MOTOR ROAD IN THE WORLD**

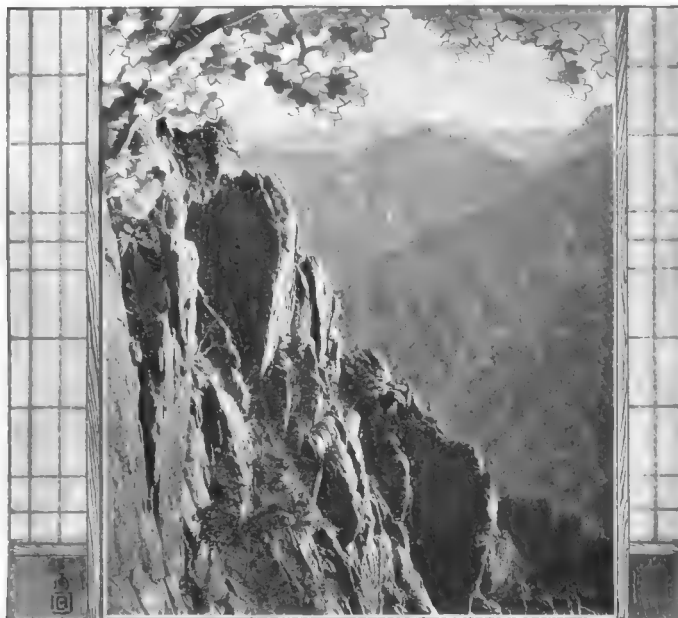
**American Plan Only—Super Excellent Table**

**Wire or wireless reservations at our expense**

**Carl S. Stanley**  
MANAGER

**Below: The Lodge at Pebble Beach facing the Sea**





Across the depths of the mighty canyon of "Bambulsuso," in the outer Kongo, as Diamond Mountain region is known in Japanese, one looks upon ridge after ridge of towering peaks that melt into the distance. This is the most spectacular scenic district of Chosen (Korea) and has been compared by those visiting it to the Yosemite Valley in California. It lacks the tremendous size of that wonderful place but within the confines of its rocky defiles and rugged peaks, presents many views of striking similarity and grandeur. This great natural park ■ reached by railroad and motor car from Seoul and excellent accommodation in comfortable mountain chalets ■ available for visitors.





## Through A Japanese Shoji\*

Shoji—what sights you spread before our eyes!

When dainty neisan has so softly slipped your fair translucence backward in its groove  
Revealing gems of Nature's art—framed in your casing of unpainted wood,

Like masterpieces of a painters show, when veiling curtains are drawn aside.

Great crags and peaks—surmounting bleak abyss of terrifying depths;

The lordly cone of Fuji-san, piercing the sky with snowy diadem;

Still sapphire waters, lapping age old cliffs crowned with giant pines;

Or storied teahouse mirrored 'gainst the sky in placid lotus pond;

Vast quaking mountains—fire-gods smoking brands,

Signals of conflict far below, where molten lava swells and falls;

Or towering torii, warder of the shrine—in fairy temple, floating on the waves;

Majestic tombs—amid the fragrant woods—on sunny hillside

Looking o'er the plain—guarding the sacred ashes of that lord

Who first led Nippon on its way of light into world prominence.

Such are the visions memory conjures up when ere we see a door of small square panes

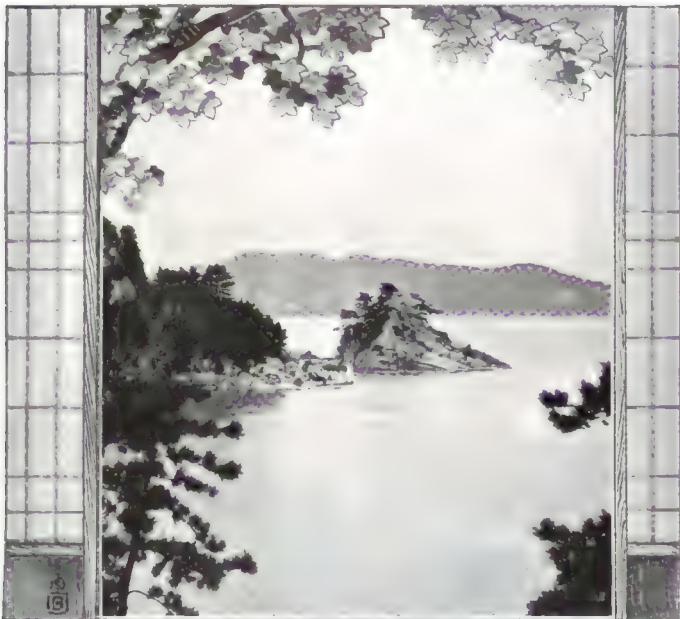
Recalling bold glad days and vibrant nights—of cordial welcome found beneath the roof

Of prince and pauper—lord and common folk—in many places round Japan

As we passed on our way—

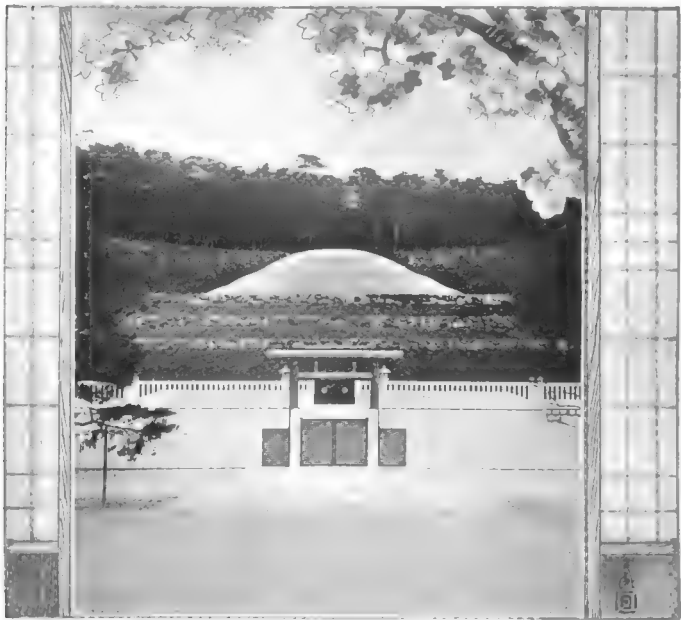
JAMES KING STEELE.

\*Shoji is the name of the small paned paper covered sliding door used in all Japanese houses.

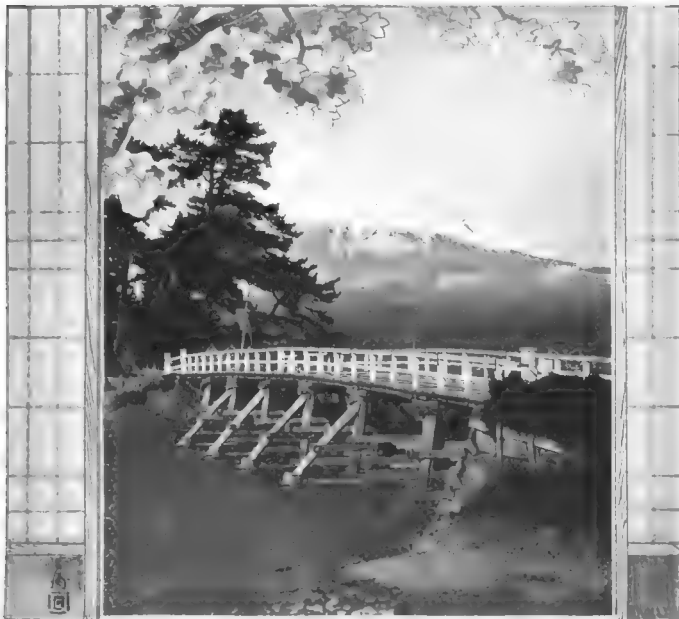


That "scenery has no nationality" is once more proved by this bit of lovely water and landscape. Travelers to the shores of Monterey Bay near fashionable Del Monte will immediately claim it as Midway Point, one of the scenic features of the world famous Seventeen-Mile Drive. In this they are wrong, for this particular view was taken at Amano-Hashidate, one of the three scenic masterpieces of Japan, which is on the Japan Sea, looking across to Siberia. It is reached over one of the best motor roads in the Empire, extending in easy grades over the mountains from Kyoto, a distance of about one hundred miles, affording the most picturesque and interesting drive in the Orient.





Not far from Kyoto, on the way to Nara, is Momo-yama, the peach mountain, so called from the peach trees that cover the hillsides and stand in solemn guard over the simple but most impressive tomb of the Emperor Meiji Tenno. The mausoleum stands in a sort of cup on the hillside, flanked by a group of giant pines that have stood here since time immemorial. It is in the form of an inverted bowl of concrete, covered with hundreds of thousands of small granite boulders, cunningly fitted together. In its simplicity of form, color and mass, as well as its virginal setting, it conveys a feeling of indescribable dignity and majesty.

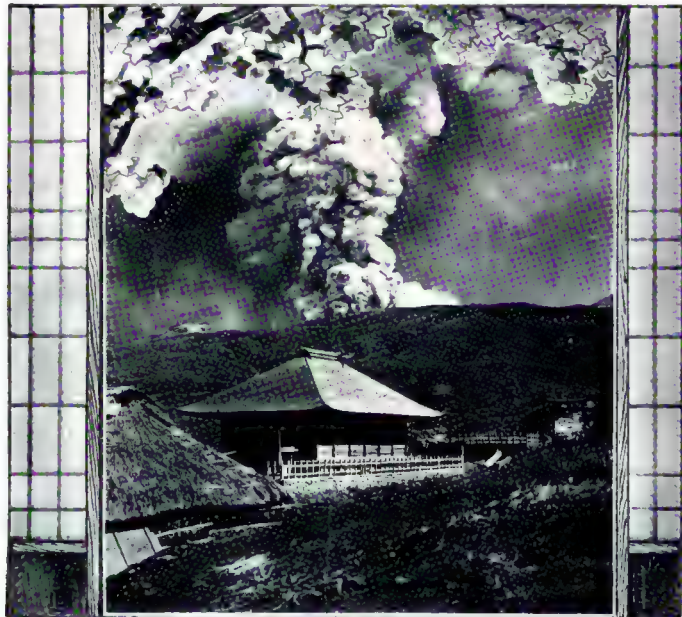


*Fuji-san, dominating the landscape for miles from every direction, is a familiar feature to residents and visitors alike. It is a capricious mountain, however, and sometimes veils its face in mist or cloud for days at a time, which makes the views that are seen even more than ordinarily appreciated. One of the most pleasing pictures is that from the bridge near the little town of Yoshivara on the old Tokaido, where the eye travels across a wide, unbroken, gently-sloping plain, to the rugged slopes and on up to the gleaming cone of the glorious mountain itself. This "detachedness" of Fujiyama is one of its surprising and fascinating attributes.*





*Kinkaku-ji—the "Golden Pavilion"—a small three-story summer house encircled by galleries, that stands on the shore of a jewel lake in the suburbs of Kyoto. Although the gleaming sheets of gold that once covered the graceful structure have long ago disappeared, much of the beauty and charm still remain. At certain times the mirror of the lake throws back the reflection of the fairy building backgrounded against the sapphire of the sky in a way that is particularly charming. Bronze wind bells hang from the eaves and tinkle musically in the air while an ambitious bronze phoenix with outspread wings is poised for its flight on the top of the sharply tilted roof.*



Twenty-six miles east of Kumamoto, on the island of Kyushu—southernmost of the islands of Japan proper—at the intersection of two volcanic ridges, stands Aso-san, a group of smoking sentinels of Nature's cataclysmic agony. This is the most active volcanic district in Japan and compares favorably with the famous Kilauea in the immensity of its crater. Aso-san is the general name applied to this region—which contains some five smoking peaks—rather than any one mountain. Although the volcanoes are continually emitting smoke and sulphuric gases, there have been no disastrous activities for many years. For this reason the ascent of Aso-san is one of the interesting trips.





*The lowering torii at Miyajima, is one of the best known and long remembered of the scenic beauties of Japan. Standing in the sea half a thousand feet from the beach, it is the gateway of welcome to the shrine that extends its spacious galleries and porches along the shore. This shrine is so constructed that when the tide comes flooding in it seems to be floating on the waters. This illusion is enhanced by moonlight, viewed from a boat as it drifts lazily through the gigantic arch. Miyajima is one of the sacred spots of Japan, as well as one of its most beautiful and every one should visit it. Railroad schedules are conveniently arranged for this purpose.*



## WHEN NATURE SPILLS HER PAINT BOX

Beauty of Japanese Mountainside Enhanced by the Glory of Momiji Gari  
Colorful Autumnal Pageant When the Maples Flame at Shiobara.

By JABEZ K. STONE

"YES," the professor said, in answer to my query, "the maples at Miyajima are very fine and the scene in Maple Valley is one that can not be forgotten; but have you seen the mountainside at Shiobara? That is considered by Japanese as the finest show of maples in the country."

"The maples are fine at Nikko this season," said Clark, when I met him at the Grand Hotel in Yokohama, "I do not think I have ever seen them so beautiful. I wish I had time to go up and see Shiobara. That must be a wonderful sight at this time."

"You must not go away without seeing Shiobara," said C. Inomata of the Japan Tourist Bureau. "The maples are unusually brilliant, we are told." These and other remarks set me to thinking of Shiobara.

The very name seemed to be on every one's tongue, especially at this time—the flaming brilliant fall of the year—when everybody was discussing the maples.

If you ask the average traveler what is the best time to go to Japan he will very likely tell you that the spring when the cherry blossoms are at their best, is the ONLY time to visit fair Nippon. The charm of these delicate and lovely blossoms has become so inseparably associated with the island empire that it is called the Land of the Cherry Blossom. One would have to go far, indeed, to find any sight more pleasing to the eye

than the great rows of cherry trees, laden with their clouds of pink bloom, and the crowds of pleasure seekers making merry in Tokyo's parks, or the beauty of Yoshino's steep hillslopes, when the cherry trees with which they are covered are in full blossom. Every home, no matter how humble, has some spray of the dainty *sakura* about it during this time which, because it is the springtime when the hearts of men and women are lifted up like the life of the plants, is esteemed by many to be the finest season of the year, in the fair land of Nippon.

Rivaling the cherry in its nationalism or symbolism of Japan, if one may use that word in connection with a flower, is the chrysanthemum, which comes to its full glory in the fall of the year and is, in this, as well as in other ways, the opposite of the cherry. With the cherry the full beauty is realized largely when seen in great masses and groups, while with the chrysanthemum, single specimens are lovingly cared for and given such settings and honor as if they were pictures of great price.

At the shows they are exhibited in great halls and booths, as well as in small buildings especially designed and erected for the purpose, and are judged on the standard of individual merit and beauty. They come to full perfection, too, when the year is dying and lack the life and song that comes with the arrival of the cherry buds.

Like the cherry, how-

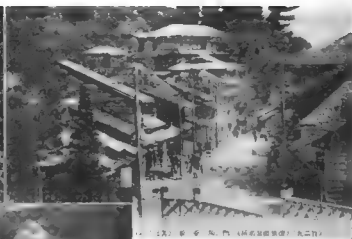


The river at Shiobara is filled with giant boulders, strewn about as if, at some far gone time, Nature had torn the mountains apart in a fit of anger.





Shiobara has many hot springs and for this reason boasts some very fine Japanese inns, to care for the heavy Japanese patronage. These hotels do not cater to foreign guests but those who visit this delightful place will find their stay in them "a la Japonais" a very pleasing experience. Above is shown one of the largest of them.



Shiobara has one long and straggling street, on which the leading hotels are built. On the other side, they face the river. On this busy thoroughfare, part of which is shown above, are the shops and restaurants. To the right is the entrance of the Managa Inn, one of the best in the place. Below is a part of the road to the village.



ever, is the maple—in that its beauty depends largely on its mass and the brilliance of its foliage presages the coming of winter and is due to the approach of the end of the year. Like the cherry, it covers

the mountain sides and adorns the hillsides, along the tumbling streams, adding a riot of color to the dullness of the autumnal landscape. Like the cherry, it is no hot-house growth or hand-nurtured flower, but lives and thrives in the open, under the sun and rain, changing its hues as the seasons advance and recede. Like the cherry, too, it also has been carefully cultivated and developed until there are said to be nearly twenty-five varieties of maples in Japan alone.

One of the most charming variations is the remarkable diminutive trees which, growing in small pots, are the duplicates on a very small scale of the large ones that are to be seen in the mountains. I have seen some of these so small that they could be covered with an ordinary hat, yet reproducing in leaf, stem, trunk and color all the characteristics of the normal large specimen. Some of these dwarf trees are of great age, and are held at fabulous valuations, as they represent years of meticulous attention and intensive hand cultivation. One that most impressed me was a delicate gem of arboreal beauty, growing in a small pot, yet flaming with all the colors of a full grown tree—whose age, I was informed on

good authority, was somewhat over seventy-five years. In the maples of this type, the cunning wizards of gardeners' art have gone to the opposite of their efforts with the

chrysanthemum. In the latter they have endeavored to produce single blossoms that would astonish with their size and variety, the whole effort of the plant life being so concentrated as is witnessed by some of these blossoms that measure over sixteen inches across their face. In the maple, however, the ambition has been to produce not a single leaf or bloom, but a complete tree—a hot house replica of the one that nature has developed in her great out-of-doors laboratory.

I had seen most of the famous maple groves of Japan.

I had sat and watched the sun play hide and seek under the gorgeous coloring of the trees in Maple Valley at Miyajima; I had seen the whole mountainside bordering the river at Arashiyama—which, in springtime, was a cloud of soft beauty as the cherry trees came to their full perfection—ablaze with the riotous pageant of the fall, when the maples changed their hues at the bidding of the sun and the frost; I had seen the stately rows of trees in the groves of Tokyo and Kyoto, had reveled in the wondrous banner made by the screen of light as it fell on the flickering leaves at Usui, and



On the high road to Shiobara.

had drunk, like a precious liquor, that entrancing spectacle—that continuous procession of variegated color—as I climbed the trail that led from Nikko to Chuzenji the lovely.

Yet, having seen all these, I still was unsatisfied, as I knew that somewhere there was another place, that in the minds of the Japanese, who made a study of the subject, far excelled all of these. Every time the maple was discussed, some reference was made to Shiobara, until finally I determined that I would not let another maple season pass by without making an effort to visit that natch talked of locality.

Thus it was that I found myself that pleasant afternoon in the fall speeding out of Ueno Station, over the familiar tracks that led through the bustling suburbs of Tokyo, across the level and rich plains toward Nikko. At Utsomomiya, instead of changing cars, as we had done so often, we stayed on the train and soon were off to the north finally disembarking after a three and a half hour ride at Nishi-Nasuno. Here, after a short wait, we took the light railway—another name for the narrow gauge—for Sekiya, the closest rail terminal to the hot springs and the valley of the maples. This is seven and a half miles from the main line. The cars are small and heavily patronized, giving an excellent contact with Japanese rural life and its activities of travel.

It was dark when the little car following its puffing locomotive came to a stop at Sekiya, and discharged its crowd of passengers. As we stepped from the train, all that was visible was a narrow platform between the tracks and a high wall of clay cut in the side of the hill. At its end was a broad stairway leading to a landing above. Following the others who seemed to know their way, we found at the head of the stairs a wide parkway with a waiting room sort of depot. Here were many rickshas and two or three bashes, as the carryalls used on these mountain roads, are called. We had had experience before with these spring-

less, uncomfortable vehicles, drawn usually by one underfed and ill kept horse, into which, it is the custom to pack as many people as can be crowded in, without regard to their comfort—so we did not hesitate a minute in choosing the quiet, well conditioned, easy-riding

ricksha to carry us farther on our journey. Not knowing what was in store for us, we selected the strongest and best natured one of the crowd that came forward to offer their services.

Before leaving Tokyo I had taken the precaution of securing a letter of introduction from C. Inomata, head of the Tokyo office of the Japan Tourist Bureau, to the proprietor of the Masuya Hotel at Shiobara, and this address we showed to the ricksha man we finally chose to go with us.

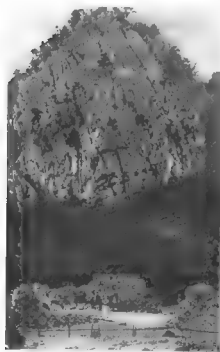
Tucking us into the vehicle with thick rugs about our feet, they piled our light hand luggage at our feet, picked up the shafts and wheeled us swiftly down the straggling village street, with its houses brightly illuminated by the lights that gleamed from the translucent *shoji*. These soon disappeared as we rounded a sharp corner and found ourselves on the highway, going somewhere, we knew not whither.

It certainly was an odd and eerie sensation.

Above, the inky blackness of a sky sparkling with innumerable stars, for in this latitude they seem very clear and close to the earth. Not close enough, however, to afford any light, for all about a darkness so intense that it could almost be felt. This was accentuated by the steep banks of the road, which rose heavily wooded on one side, while on the other they fell away in sharp declivity to the river, tumbling and rippling over the rocks far below. Silence everywhere—deep, impressive silence—broken only by the steady, monotonous pad-pad, pad-pad of the runner's feet as he trotted along, mile after mile, without lag or let-up. Broken, too, the silence at times by a louder roar of the water in the defile below, or the sough of the wind in the pines when we came to some clearing where its diapason could be heard. Otherwise not a sound, except the water and the measured tread of the feet, for in most places the road wound along the mountainside and the sound of the wind was far above. Twice we were startled by a great roar and

looking back saw a light bobbing back and forth across the road, at which times the men in the shafts pulled far to one side to let one of the big lumbering bashes lurch by us, overflowing with human freight. Soon the noise of its going died in the distance and

A bridge at Shiobara.



The "Rock of the Long-Nosed Goblin," as seen at the end of the road, is aflame with the glory of the maples, in the fall of the year.



Rushing waters tumbling over the cliffs, add their roar to the song of the river. The above cascade is nearly two hundred feet high.



silence once more enfolded us along with the dust that its passing had raised in huge clouds. Thus passed an hour.

An hour that gave opportunity for thoughts of all kinds—of vague speculations as to what and where we were bound; of whether the fellows who were so diligently pulling us along were honest; of how easy it would be for them to stop and rob us, having us completely at their mercy; of how foolish it was for us to place ourselves in such a position; of whether they used jiu jitsu in handling their victims; of whether it would be advisable to fight or compromise; of what would happen if they should lose their way; of how far we had come; of whether we could find our way back alone if we had to; of whether any other foreigners ever came as we were doing; of what fools we had been not to tell our friends where we were going more definitely than simply saying we were going to Shiohara; of whether the road was getting steeper; of how much farther we would have to go.

These thoughts were suddenly and rudely interrupted.

With a suddenness that almost threw us out of our seats, the men swung away to the side, crowding close the high bank that rose above us. We thought "At last, here is where we are held up; the thing we had been expecting is about to happen." Then there was a rattle and a bang—a cloud of dust and much shouting and a hasha, running without lights came careening around the corner, just missing us as we hugged the bank. Our men had heard it as it approached long before we did, and had done the only thing to do. As it passed they greeted it vociferously and vituperatively, with what, from its emphatic expression must have been a wonderful and forceful collection of Japanese billingsgate and "cuss words." Then it banged its way around another turn and soon all was quiet again.

The episode brought a resurgence of our dismal thoughts. What would have happened if we had not turned out when we had? We envisaged ourselves lying in the road trampled by the horses' feet and crushed under the heavy wheels; we imagined ourselves as toppling over the cliff and our men unable to help us and fleeing away in terror; all the possibilities of disaster came surging into our minds, adding to the fatigue of the journey which was now making itself felt, and gradually working us up into a state of foolish and unwarranted hysteria.

All these doleful ideas were scattered when we swung around a turn, thumped our way over a bridge, climbed

a sharp incline, and saw lights in the road ahead of us.

On the right a huge gateway towered, with a lantern brightening its bronze hinges and the caps on its posts. From it, as we ran along, was a low wall, for we seemed to have left the hills and for the nonce to be in a sort of valley. "That is the Imperial villa," flung back our ricksha man as we passed—one of the many belonging to the Imperial family, scattered about the countryside. Then we came on the lights streaming from a cluster of houses—a wayside teahouse—then more darkness and finally a long street, with houses thick set along its sinuous length. Then more darkness and by and by after several alternations of houses and no houses, we came to one that looked larger than all the rest and found that we were at last at

our hotel—the Masuya—largest and best of the Japanese inns of this celebrated place.

A flock of neisans (maids) gathered at the door to welcome us—for it was an off season and travel was light. We presented our letter of introduction and were received with appreciative courtesy. Bag and baggage we were escorted upstairs and soon found ourselves seated about a glowing hibachi, with food steaming and well served, by the anxious-to-please little waitresses. As we finished the meal, a young chap came in, who told us in very good English that he was the son of the proprietor and that he would be our cicerone during our stay. As we spoke no Japanese and to that time had met with no one who spoke any English since we left Nasuno, we were immensely pleased with this news and when the beds were made, sank down in the soft futons, well satisfied with the journey thus far and pleasantly anticipating the prospects of the morrow.

Morning was ushered for us with the banging of the amado, after which more sleep was out of the question. The amado, it must be explained, is the wooden door or shutter placed outside the shoji or light

paper screen which serves as a combined sliding door and window of every Japanese house. The amado slips in a groove and when in position and locked makes the house practically burglar proof. In the morning when the house is opened, the amado is slid back against its fellows with a resounding whack like the report of a gun. Along the side of a house of ordinary size, will be perhaps a dozen of these sliding doors set edge to edge one against the other. When not in use they fit into a little closet-like arrangement at the end of the porch. To open the house the housewife unlocks the fastening and slides the first



*From the plain along the upper reaches of the river, it speeds to the lower gorge in a series of brilliant falls that add much to the beauty of the scenes about Shiohara.*



one back into the groove. Usually she snaps it back with considerable strength and follows it with the second and the third, each resounding against the other until the opening of the house for the business of the day, sounds like a miniature machine gun in action. As the first amado thrust back is usually the signal for every other house to open its doors, the day begins with a salutation that reverberates all over the village as one after the other the houses awake, each being unwilling that the other should excel them in early rising and industry.

Our hopes for the day, however, went glimmering when we looked out on a landscape with the rain beating down in torrents and the river raging like a flood half a hundred feet below our narrow veranda.

So we settled ourselves as luxuriously as we could, taking our ease, until the rainstorm passed.

Shiobara is the general name for a locality rather than an individual village. The clear rushing Hoki-gawa flows down a steep defile joined here and there by other smaller creeks that swell its size, strength and volume. Precipitous cliffs confine it to a narrow channel and it is along the side of one of these that the roadway was first cut in 1884, by that public-spirited and farsighted governor of the province, Viscount Mishima who, though bitterly opposed at the time, removed the rocks, built bridges, and constructed the highway so that access was given to the salubrious springs and the advantages of the place opened to the public. From this time the locality blessed by nature with a delightful summer climate on account of its elevation and with much picturesque and appealing scenery, grew in popularity, until now it boasts many pretentious villas of wealthy Japanese residents of Tokyo and other cities, as well as that of the Imperial family itself.

Along this road, which is an excellent one, wide enough for both horse drawn vehicles, rickshas and motor cars, four hamlets are strung in straggling confusion. Their location is due to the presence of hot springs, which are the real attraction of the place, the lure of the maples being secondary. There are a number of good Japanese hotels at each of these, the most important being grouped at Fukawata, at Monzen and at Furu-machi, where the hot springs boil forth from the rocks whence they are led into the bath rooms and pools of the inns. These hotels are directly over the river, hanging like eagles nests or supported by long scaffolding framework.

Glimpsed in the rain, as we saw them from our window, they appear like eerie and unsubstantial reproductions of some Japanese prints, despite the fact that they have withstood the test of storm and flood for years. The bathing rooms are usually in the lower floors, lower by some stories than the street floor, on which we entered and far below the veranda on which we sat. These bath rooms are divided into small compartments with stone tubs sunken in the floor; with shower baths direct from the spring as it issues steaming hot from the rocky cliff that forms the back wall of this part of the hotel. In some of the inns there are larger pools of the steaming waters that will accommodate a number of bathers at once.

As Shiobara caters to the leisure and moneyed class of Japanese visitors, the leading hotels, such as the Masuya, offer splendid examples of the real Japanese hostelry. Immaculately clean, with large, airy rooms, polished verandas, and richly adorned in the Japanese style, they offer service, courteous attention and real comfort, as well as a novel experience if one has not become accustomed to such life.

Of course, in such a popular place there are dozens of other and less expensive hotels catering to all classes of tourist business.

All these things we learned as we sat over the foaming river, waiting for the storm to pass. This came, as some-

times happens in the mountains, with sudden abruptness—the rain stopping as if some one had turned it off away up in the sky—the thunder changed from peals and roars to sullen mutterings and the lightning which had been so vivid in its dartings, subsided before the radiance of the sun, which came peering through the clouds as if asking what all the turmoil was about.

Raindrops were still dripping from the trees and sparkling like diamonds on the grass; the little gutters along the roadside were filled with laughing water; the clouds were breaking and scudding before the wind, high in the sky exposing a vault of turquoise such as is never seen except immediately after a shower; the river was singing a merry song, heard more clearly now that the storm had gone by; the street that during the rain was deserted alike by human and animal life, suddenly became animated; business that had been suspended resumed its normal tone and the tide of daily personal intercourse once more flowed on without interruption.

“Luck is with us,” we said as we came out of the hotel into the vibrant air, and started briskly up the road toward the mountains.

The way led through the village, with its many curio shops, where everything is in some way indicative of the maples—cups and saucers of maple wood, bits of fossil maple leaves, canes and walking sticks of maple, bric-a-brac and articles of every sort, shape, size and use imaginable made of this material had their part in the show.

Leaving the stores and the houses, the road, hard and smooth, cut from the face of the cliff, led along the mountainside above the Hoki-gawa. Tall peaks towered on either side, clothed to their tops with trees of many kinds, all brilliant in their autumnal foliage. The narrow gorge that hems in the rushing stream was a pageant of color, a mighty gallery where nature in a mood of madcap abandon, spills her box of color each fall, for the pleasure of all.

The “koyo,” as the maple is commonly called in Japanese, literally translated means “the crimson leaf” and is applied rather indiscriminately to all the autumn tints. Japan is particularly well provided with trees that change their dresses of somber green to flamboyant ones of red and gold or brown and silver in the fall. There are twenty-three varieties of the maple catalogued as native to Japan, besides the cherry, mountain cherry, sen-noki and rhododendron. These are among the first to change color and they are soon followed by the different oaks, chestnuts, beeches and others. The mountain cherry turns to a dull crimson and the cryptomeria to a burnt sienna shade when the trees attain a growth of four years, that present fine contrasts to the flaming maples when seen in large masses. All these do not change at once, so that from early October well into late November the hill slopes and mountain sides are all aglow with a pleasing panorama of color.

On this fragrant morning after the rain nothing could have been lovelier than the complexion of the hills as we walked up the road. The river was filled with pretty cascades and falls, each with a high sounding name such as “the jewel dropping shallows,” where the water splashed over a tall rock in a lovely cascade or the Kyodadaki, a fall that tumbles through a gorge of bluish shale overhung with cryptomerias.

The whole way abounds in “*meisho*” or famous sights, each christened by some explanatory name. At one place, there is a high peak of rugged stone, covered with cryptomerias interspersed with maples—dark green and flaring red—against a background of dull grey granite, with the blue sky as a tonal setting for the whole. At its base was a glorious group of maples, with one or two spectacular pine trees standing out above them in a most picturesque way. This peak is called the “Rock of the Long-

(Continued on page 28)



# JUDO AND ITS ORIGINATOR

An extract from Mr. Street's new book, "Mysterious Japan"

Copyright, 1921, by Julian Street

By JULIAN STREET

[Editor's Note.—It is a rare privilege to be able to present even a portion of a new book in advance of its publication and a particularly appreciated one to use copy from the pen of so distinguished a writer as Mr. Street. The following is from his latest book, which will be on sale in October from the press of Doubleday, Page & Co.]



THE education of Japanese young men, prior to the Imperial restoration of 1868, varied in accordance with the rank of the individual. Youths of the aristocracy were instructed in the Chinese classics, which in Japan take the place of Latin and Greek with us. Medicine and astronomy were also taught. The sons of lesser samurai received a training calculated to fit them for practical affairs. All those entitled to wear swords—meaning all samurai and some farmers—studied swordsmanship, and the processes by which they studied it were sometimes severe, for it was the custom of masters to attack the pupil suddenly from behind, or even when he was asleep at night, on the theory that he should be ready at all times to defend himself. A samurai found killed with his sword completely sheathed was disgraced.

At least two inches of the blade must show in proof that the dead man had started to defend himself. Jiu-jitsu was also taught to many samurai youths, and in this, as in swordsmanship, it was the practice of instructors to make surprise attacks upon their pupils.

Coming over from Japan last year on the "Tenyo Maru," I had the good fortune to sit at a table with Mr. Jigoro Kano, originator and chief exponent of judo, which may here be described for the sake of simplicity, as advanced jiu-jitsu, though it is in reality something more than that; and through Mr. Kano I learned something of the theory of this art or science, and of the way in which it came to be developed.

In the craze for all things American and European, which spread through Japan after the Imperial Restoration, the old arts of jiu-jitsu, which had for more than three centuries been practiced by samurai, fell into disuse. Up to that time there had been many different schools of jiu-jitsu, teaching a variety of systems, but as the old masters of the art became superannuated no followers were arising to take their places.

In 1878, Mr. Kano, then a young man, took up the study of jiu-jitsu. He soon saw that through lack of interest many of the fine points of the art were likely to be lost. Therefore, in order to preserve as much of it as he could, he went to great pains to make himself proficient, not merely in one system, but in several systems as taught by the several great masters then alive.

When he told me that this first interest in jiu-jitsu arose through the fact that he had been a weak child and wished to make himself a strong man, I was reminded of Theodore Roosevelt's sickly childhood, and of his vigorous efforts to build up for himself a good physique. It is interesting to recall in this connection that it was President Roosevelt

who first caused jiu-jitsu to be widely talked of in the United States, and that he studied it while in the White House under one of Mr. Kano's expert pupils. Also I was interested to hear from Mr. Kano that he himself had given an exhibition of jiu-jitsu before General Grant at Viscount Shibusawa's house in Tokyo at the time of the General's visit to Japan in 1879.

Far from being a professional athlete, to be ranked as an instructor in boxing or wrestling would be with us, he is a gentleman of samurai family, a graduate of the Literary College of the Imperial University, a linguist, a traveler, an educator of high reputation, the possessor of several decorations from his government and that of China. Among other offices, he has held that of head master of the famous Peers' School in Tokyo.

As the reader is doubtless aware, the theory of jiu-jitsu was to defeat the adversary not by pitting force against force, but by yielding before the opponent's onslaughts in such a way as to turn his strength against himself.

Judo, which means "the way or doctrine of yielding," is a combination, created by Mr. Kano, of all systems of jiu-jitsu, interwoven with a plan of mental, moral and physical training calculated to elevate the art above any mere consideration of combat alone—although that side is by no means neglected. But it is the value of judo on the physical and mental side that makes it today an important part of the curriculum in Japanese schools, whereas when taught to policemen it takes a somewhat different form.

Innumerable tales, exciting or amusing, might be told of celebrated judoists and their adventures, but I know of nothing which sheds more light upon Mr. Kano's teachings in their moral and spiritual aspect than does a letter written to him by Commander Yuasa of the Japanese Navy,

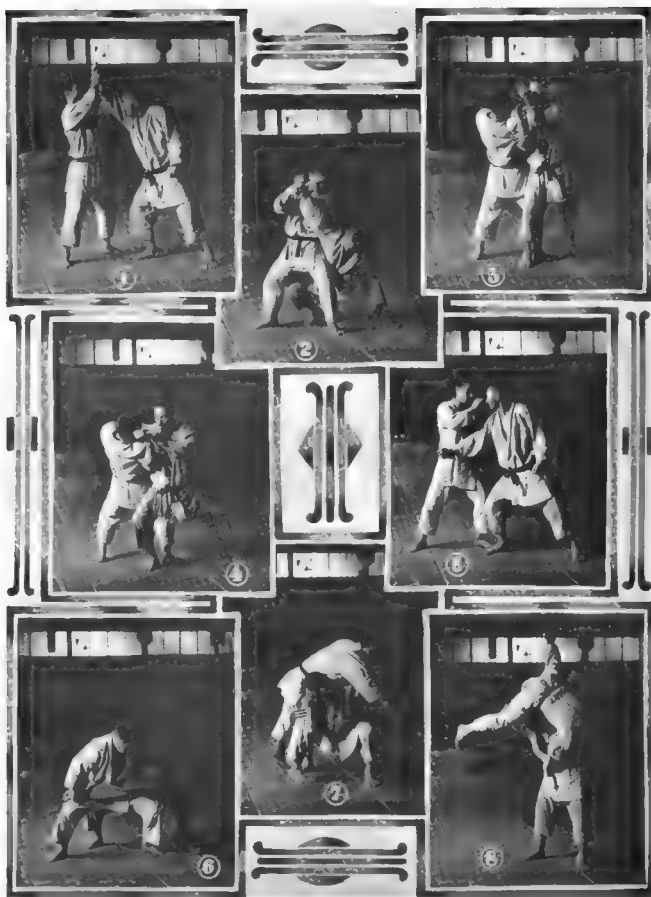
a former pupil of the Kodokwan, the school of judo established by Mr. Kano in Tokyo. The letter was written by Commander Yuasa when he was about to take the steamer "Sagami Maru" and sink her at the harbor entrance of Port Arthur in connection with the third blockading expedition there. The following are extracts:

"We shall do all that human power can and leave the rest to Heaven. Thus we can calmly ride to certain death. I am happy to say that among the members of this forlorn hope are three of your former pupils: Commander Hirose, Lieutenant Commander Honda, and myself. May this fact redound to the credit of the Kodokwan.

"Though I greatly regret that while living I could not do justice to the kindness you have shown me, still please



Julian Street



Above are shown some of the holds and postures taught in the Judo system of self defense, as illustrated by the masters in the Kano school. Figure No. 1 shows the first position in the arm hold, with its result appearing in Figure No. 2. Figures Nos. 3 and 4 show the attack and punishment by the effective arm twist; the body hold and its action is illustrated in Figures Nos. 5 and 6 and the powerful shoulder wheel throw in its first and second positions is shown in Figures Nos. 7 and 8. The above are published through the courtesy of the professors at Kodo-Kwan, Tokyo.



accept as an expression of my gratitude the fact that I lay down my life for the sake of our country, as you have so kindly taught us, in time of peace, to be ready to do."

The writer of this letter was lost, as was also Commander Hirose, one of the two brother officers he mentions. The other, Lieutenant Commander Honda, was wounded by a shell, but was rescued and lived to tell the tale.

Foreigners visiting Japan and wishing to see jiu-do demonstrated, are welcome at the Kodokwan, where, if notice is given, an interpreter is provided. This may be arranged by telephone. There are now some 20,000 practitioners of jiu-do who look directly to the Kodokwan as headquarters, and to Mr. Kano as their supreme master.

Another place where jiu-do may sometimes be seen is the Butokukai, or Association for the Inculcation of the Military Virtues, in Kyoto. The latter is a private organization something like an athletic club, with a fine temple-like building in Kyoto as headquarters, and many branch establishments throughout the country. It has some 200,000 members, of which several thousand are active.

The primary idea of this organization, as may be judged from its name, is to keep alive certain old Japanese military arts and traditions such as jiu-do, archery, fencing, the use of lances and spears, and the employment of the curious lance-like *naginata*, a cutting sword with a curved blade mounted on a pole, which was used only by women.

Contests between men armed with dummy swords and women using the *naginata* are sometimes to be witnessed in the Butokukai, and are extremely interesting as recalling the days when the heroic women of Japan fought beside their men, using the *naginata* as an offensive weapon and a short dagger, carried in the fold of the *obi*, or sash, as a defensive weapon corresponding to the shorter of the two swords worn by samurai.

Samurai women were taught to defend themselves with this dagger, and to use it for suicide if in fear of defeat or dishonor. This is the weapon used by women for *seppuku*, or as it is called in the Occident, *hara-kiri*. Men committing *seppuku* disembowel themselves with the short sword. Women cut the arteries of the neck.

## MYSTERIOUS JAPAN

"An honest book" and one of the most interesting ones of the year, just off the press.

The publication of "Mysterious Japan," the new book by Julian Street (press of Doubleday, Page & Co.), from which the foregoing excerpt is taken, fills a long felt want and a much needed place in the literature dealing with present-day Japan. In writing it, Mr. Street was actuated by more than a desire to make an interesting and pleasant-to-read volume. He wanted to do something bigger than this and that he accomplished the hard task he set for himself, all who read "Mysterious Japan" will surely agree. No better exposition of the author's seriousness in producing this work can be found than in

the following extract taken from a private letter to a friend. While it was not written with any idea of being published, it is so sincere and interesting an expression of the writer's purpose, that we have taken the liberty of reproducing it, in part, as follows:

"I think the book will interest you.

"It is an honest book.

"Of course, my views may not be the right ones, but I have tried to understand, and to look at Japanese - American differences impartially and with sympathy - sympathy for both nations.

"I have tried to do a really big job in one respect, namely to combine in this book two distinct qualities. I have tried to do a considerable amount of light 'picture-writing,' including humor and 'color,' and also to supply, at

least in outline all the information a traveler might need, aside from what a guide-book gives him.

"When we went to Japan we noticed that most of our intelligent fellow travelers had a lot of books on Japan to read. Books on various aspects of Japan. Some just color books. Others special books, such as Okakura's and Nitobe's. Others studies of the Japanese people and their ways, such as Hearn's. And others on the controversial and political topics.

So I decided to try to do one volume that would contain it all, insofar as it was possible for me to give it all.



Professor Kano illustrating One of the Holds in His System of Self Defense.



Above are some of the ancient weapons, arms and armor used by the warriors of early Japan, exhibited in the arms collections of the Tokyo museum. At the left is a fully armed warrior with long halberd. At the top of the center is a short sword, below it the long sword of ordinary use; at the bottom the long sword for ceremonial occasions. In the lower center engraving is a collection of arms used in ancient days, including war fan, various spearheads, halberd head, war horn, soldier's hat, war fans, wooden stirrups, daggers, and a masklike arrangement (lower left) used on the horses' heads. To the right is a full suit of armor and the helmet.

If my book is what I desired to make it, it is (1) good breezy reading, (2) informative on everything except matters purely within the province of the guidebook.

"In other words, if I've done successfully what I've spent a year and a half trying to do, I've made a book

which with a guidebook to supplement it, will give a traveler all he needs to know and will do it entertainingly.

"That's a pretty big order. Also, it's the most difficult job I ever tackled."



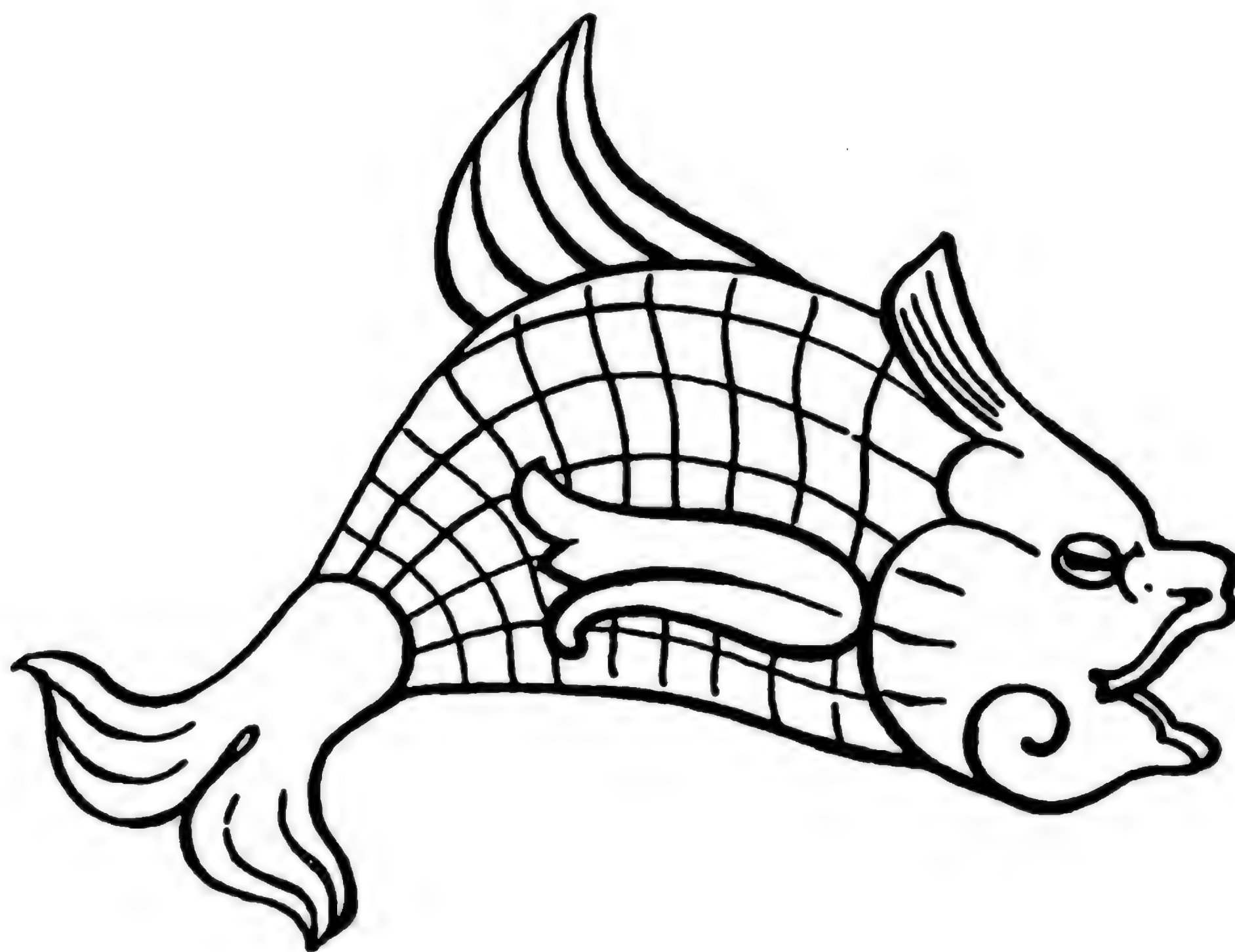
Above is shown the entrance and part of the exterior of the jiu-jitsu practice hall of Koto-Kwan, the leading school of instruction in this accomplishment in Japan. It is located at Shimo-Tomizaka, Tokyo, and is one of the places which every visitor should see. The great matches and exhibitions are held here from time to time.



A part of the interior of the great practice hall of Koto-Kwan appears above, where hundreds of students are taught the art of self defense under this unique system. Some idea of its great size is given by the picture on the left, which shows part of the class at work under the direction of their instructors. These classes are composed of men of all ages.







From a Maya decoration. Drawn by Chiura.

## DECORATIVE MOTIVES OF ORIENTAL ART

SECOND SERIES, PART XXVI

BY KATHERINE M. BALL

### THE FISH

(CONTINUED)

*It is a joyful thing to see  
In the blue of the deep,  
The freedom of its radiant life.  
Then it is that man reflects  
Upon his limitations.*

The worship of the fish is one of the most ancient of religions. Not only inhabiting the sea—the great mysterious abyss which was believed to be the gulf between life and death—but being able to reach its utmost depths so impenetrable to man, this ever open-eyed creature of scales and fins came to be regarded as a symbol of great potency and was endowed with a supreme sanctity.

From time immemorial, the belief prevailed that generation proceeded from the waters. This was doubtless due to two reasons: the arrival of a colonizer who came from some civilized nation bringing its arts and sciences, and the fecundity of all sea life. Hence the Creator is frequently depicted as issuing from a fishy sheath to the astonishment of an assembled humanity. This deity—sometimes male and sometimes female—was always worshipped as the god of procreation and abundance.

One of the earliest examples of this character is the Sumerian fish-god, Oannes, of whom the Babylonian historian Berosus wrote the following:

“In the first year there appeared from that part of the Erythrean Sea which borders upon Babylonia, an animal endowed with reason, by name Oannes, whose body—according to the account of Appollodorus—was of a fish; that under the fish’s head he had another head, with feet also below, similar to those of a man, subjoined to the fish’s tail. His voice too and language were articulate and human, and a representation of him is preserved even unto this day. This being was accustomed to pass the day among men, but took no food at that season, and he gave them an insight into letters and arts of all kinds. He taught them to construct cities, to found temples, to compile laws, and explained to them the principles of geometrical knowledge. He made them distinguish



<sup>1</sup> From an Egyptian statue.  
"Isis, Horus and the Fish."



<sup>2</sup> From a Greek vase.  
"Apollo Flying Over  
the Ocean."

One," has been evolved. The Talmudic Messiah also was called Dag and had a fish for his attribute.

Dagon's wife likewise was half fish. She is the reputed mother of the great mythical queen Semiramis, who lived some twenty-three centuries before Christ, and was noted for her vices as well as her virtues. She is said to have been the builder of many cities including Babylon, and to have conquered Egypt and much of Asia, but failed in her attack upon India.

The idea of a creature, half woman and half fish, also pre-



<sup>3</sup> From a Peruvian design.



From a Maya decoration.

the seeds of the earth, and showed them how to collect its fruits; in short, he instructed them in everything, which could tend to soften manners and humanize their laws. From that time nothing material has been added by way of improvement to his instructions. And when the sun set, this being, Oannes, retired again into the sea and passed the night in the deep, for he was amphibious. After this there appeared other animals like Oannes."

Another example of a deity, half man and half fish—described as the god, not of rivers and seas, but of the abyss, the ocean—who like Oannes brought the treasures of intellectual accomplishment from an advanced civilization, was the Assyrian Ea of the Nineveh tablets.

This tradition finds substantiation in the various renditions of Syrian priests who, when making their offerings to the sun-god Baal, are shown enveloped in a skin of fish, the open-mouthed head of which forms the priest's head-covering, as represented in the accompanying illustration entitled "An Assyrian Deity." It is interesting to note that this fish-head hood is claimed to be the origin of the modern Christian bishop's mitre.

Again, the Phoenicians also had a fish-deity in Dagon, who is ever represented as half man and half fish. It is held that from the word *dagon* the Hebrews derived their word for God; for the Hebrew word for fish is spelled variously *dg*, *dag* or *deog*, which is believed to have come from the Sanskrit *de* or *deo*, and *ag* or *ab* which is allied to the solar *ak* and *aqu*, meaning "water." Then, follow-

ing the common habit of early peoples of reading a word either from left to right or right to left, the word "God," or "Good



<sup>4</sup> From a Hindu stone image.  
"Matsya, Vishnu's Fish Incarnation."

<sup>1</sup> From *Ancient Pagan and Modern Christian Symbolism*. Inman.

<sup>2</sup> and <sup>3</sup> From *Peruvian Art*. Mead.

<sup>4</sup> From *Journal of Indian Art and Industry*.





Drawn by Francesco Cornejo.



\* From a Peruvian design.

vailed in Greece, where mermaids, dwelling upon Siren's Island, enticed with their songs the hapless voyager who, after being charmed to sleep, was destroyed. It was these malignant beings, who at the approach of a storm, were wont to laugh and to weep when the sun shone, that exercised such a powerful charm over Odysseus as he passed their eyrie.

The mermaid is sometimes seen in the sculptures of India, but it is in Ireland where she is most famed. Originally a Danaan by the name of Muirgen migrating from Asia, she became adopted into the native church and was canonized as St. Darcera.

In Egypt, the fish is associated with the great genetrix Isis—the wife of Osiris and the mother of Horus—who is shown in a given illustration entitled "Isis, Horus and the Fish." Of this goddess the poet wrote:

*"The tears of the goddess, Isis, which fall into the Nile cause the inundation of the river and thus bring to the land abundance and wealth which means nourishment."*

There are other Great Mothers holding an infant who are associated with

the fish and the watery element, such as the Buddhist Kwannon—the "white robed goddess of mercy" in the preceding article — and the Virgin Mary of the Christians.

In Hindu mythology, the deity represented as half human and half fish is Matsya, the fish incarnation of Vishnu, the second person of the Hindu Trinity. Vishnu —taken from the root word fish "to pervade," meaning "the All-powerful, All-penetrating, and "All Encompassing One —stands for Divine Intelligence or Wisdom.

This avatar of the deity was assumed to guide the ark of Manu—the progenitor of mankind—during the deluge, and to steer it to a place of safety when the waters subsided. The oldest version of this legend is recorded in the Satapalhahabrahmana, and reads as follows:

"One morning when Manu was given water to wash his hands, he found in it a little fish that spoke to him as follows: 'Take care of me and I will save thee,' 'From what wilt thou save me?' asked Manu. The fish replied, 'A deluge will drown all creatures and I will save thee from it.' Manu asked 'How shall I take care of thee?' The fish answered, 'So long as we are small, many dangers threaten us. One fish swallows another. First keep me



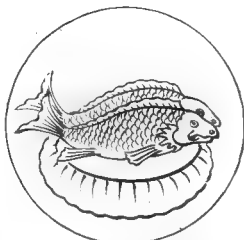
\* From an Assyrian sculpture.  
"A Fish Deity."



\* From a Greek bowl.  
"Dionysus riding on a Fish."



\* From a Hindu sculpture.  
"Vishnu's First Avatar."



Pieces of the  
Chinese zodiac.

year indicated he constructed a ship and then called on the fish. When the floods came, he entered the ship. Then the fish swam up to the ship and Manu fastened the ship's rope to his horn. After a while they arrived upon the Northern Mountains, and the fish said: 'I have saved thee. Now tie thy ship to a tree so that while thou art on the mountain the water can not cut thee off. Come down from the mountain when the water falls.' Manu did as he was bidden, and this place on the Northern Mountains is even to-day called 'the Descent of Manu.' The floods destroyed all creatures and Manu alone survived."

In another version, the legend relates that Manu embarked with the seven *rishis* and all the different kinds of seeds, and the ark was taken by the fish to the highest mountain of the Himalayas, which still bears the name of Nau-handhana or "The Tying of the Ship." When the fish left the *rishis*, he addressed them with—"I am Brahma the Creator; there is none greater than I.

Through me as a fish have ye been delivered from this danger. Through Manu all beings, demons, and men, all the worlds, both the living and the dead, shall be created. By his hard penance, Manu, through my grace, will acquire the knowledge to

create all creatures and he will not err." Having thus spoken, the fish disappeared and Manu created the world.

Vishnu is familiarly represented as a man emerging from a fish's mouth, as in the illustration entitled "Matsya, Vishnu's Fish Incarnation." He generally holds in his four hands the conch shell, the disc, the lotus, and the mace, and wears a crown of seven hooded serpents. In the most ancient portrayals of the deity, he is shown as a mere fish such as appears in the reproduction of a Hindu sculpture entitled "Vishnu's First Avatar."

Another Hindu deity associated with the fish is Varuna, the god of the heavens, the creator and ruler of the world, and the bestower of rewards and punishments. In the later myths he is restricted to the waters and the regions of the West, and is represented as an old man riding a mythical composite sea-monster known as the *makara*, a creature combining the body and tail of a fish with the legs and head of an antelope.

Among the Greeks, Poseidon, the god of the sea and of the watery element, rides a dolphin, while his Roman equivalent

in a pitcher, and when I am too large for it, dig a ditch and put me in that. When I am too large for the ditch take me to the ocean where I shall be beyond all danger.' Quickly the fish grew into a *Jhaka*, which is the greatest among the fish. 'In such and such a year said the fish, 'the flood will come. Then build a ship and call on me. When the floods

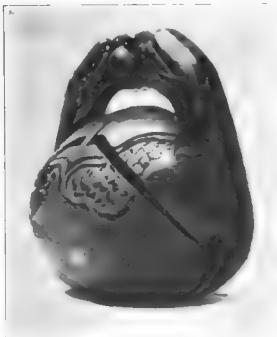
rise, enter the ship and I will save thee.' When the fish was grown, Manu brought him down to the sea, and in the



From a bas-relief of the B.

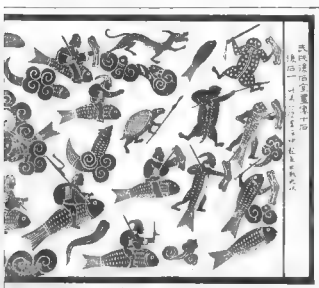


From a wooden

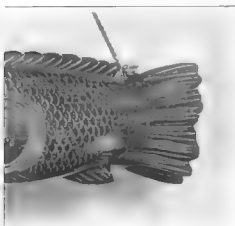


From a wooden fish-drum.  
"The Mokuyō."





tombe. "The Battle of the Fishes."



KONG. "The Hanteki."

ened to engulf him—was rescued by this benevolent creature.

This significance attached to the dolphin may account for its adoption by the Christians to represent the great Nazarene, although the present day Aquarians claim it was the direct outgrowth of zodiacal influences, since the birth of Jesus occurred at the very time that the sun in its passage through the ecliptic entered the sign of Pisces, for in this age occurred the Christian dispensation that took the fish for its symbol of purification and redemption in the rites of baptism, the very font of which was called a piscina.

Pisces is also a watery sign, and its influence was marked by the high degree of efficiency to which all forms of navigation were brought.

But the early writers of the church claim that the use of the fish to represent the Savior was derived from a rebus taken from the Greek word for fish, "*ichthys*," the letters of which are interpreted to mean "Jesus Christ, God, Son, Savior." One says "Christ is figuratively called a fish;" another calls Jesus, "The Fisher of Men"; another, "He is the fish that lives in the midst of water";

Neptune, rides a chariot drawn by horses with piscine extremities. Again, Dionysius, Eros, and Orion, the generators and restorers of life, are likewise identified with this steed of the sea, and the same is true of Aphrodite, the goddess of beauty and of the cosmic reproductive powers of nature, as well as her Roman counterpart, Venus, who, at birth is said to have risen full grown from the ocean on a sea shell.

The dolphin is the most classic of fish. It not only may be found as a common motive on Greek and Roman coins, but it occupies a place in the Greek zodiac. It was regarded as the special friend of humanity and venerated as the savior of wrecked ships, hence it was called "Philanthropist" by the ancients, and no one was permitted to kill or injure it in any way.

Numerous are the legends relating how, during a storm, it would wind itself about the anchor thrown by the seamen and hold it to the ground. One relates that when the great bard, Orion, on his way to Corinth, in the Seventh Century B. C., threw himself into the sea, he was rescued by a dolphin and safely carried to his destination; another, given in the Homeric hymns, states that Apollo once took the form of a dolphin and guided the Cretan ships to Crissa, which may account for the belief that this species of fish delights in music.

The dolphin, therefore, in addition to being a symbol of maritime power, was also an emblem of a savior; for the sea was compared to the world, and the ship—tossed helplessly about in the storm—to man who—buffeted by the waves of temptation which threat-



The "Yu",  
a Buddhist symbol.



From a wooden incense holder.  
"The Kongo Butsu."



From a drawing by Hokusai.  
"A Dolphin of Yedo Castle."

and still another, "We small fish are like *Ichthys*, our Jesus Christ, born in water and saved only by remaining in water."

Secular historians maintain however, that the fish is merely a pagan symbol perpetuated by a new religion, in proof of which they offer the many examples of the intermingling of the fish with Pan and Orpheus in the epitaphs found in the Christian catacombs.

The eating of fish on Friday—which is held to be commemorative of Christ's passion—offers another instance of the survival of a pagan custom, for the Romans also ate fish on Friday—the day consecrated to

Venus, the goddess of fecundity, the fish being held sacred to her on account of its being extraordinarily prolific. For the same reason, the use of fish at connubial feasts is still common.

The use of the fish symbol, however, undoubtedly had its origin in ancient folklore, going back to the beginning of the human race, when man attached great significance to animals and deified them. In any event, it belongs to the oldest of totem animals being regarded with much mysticism on account of its ability to swim and live beneath the waters.

The dolphin in Japan, where it is known as *shachi*, symbolizes a warrior, due not only to its agility in jumping out of the water to great heights, but to its fighting propensities, for it is known to attack the great man-eating shark, the *sami*, with courageous ferocity. For this reason, it has found a place on the palaces of the Shogun. The accompanying illustration by Hokusai taken from his *Fugaku Hiyaakei*, "The Hundred Views of Fuji," represents one of the dolphins of the Emperor's palace at Yedo or Tokyo; but the most notable example of this decorative motive of the Land of the Rising Sun is to be found at Nagoya where such dolphins, known as *Kin no Sachi Ho Ko*, are not only eight feet and seven inches in length, but are made of solid gold with eyes of silver. They were the gift of Kato Kiyomasa in the year 1610, from which time they have been seen from all parts of the city glittering against the sky. In 1873, however, one of them was sent to the Vienna exhibition and lost in a wreck upon the return voyage, but it was later recovered and restored to its original position to the delight of all the citizens.

There is a legend associated with these dolphins to the effect that Kakenoki Kinsuke, to win the love of a woman, attempted the theft of one of them by means of a big kite. He did not succeed, but his effort led to the edict that no kite-flying ever again be permitted near the castle.

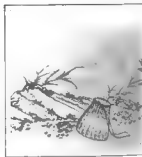
The dolphin is sometimes used to decorate a shrine, but this is mere architectural plagiarism with out any significance. It is also at times confused with a mythical creature such as is shown in the given illustration entitled "The Carp-Dragon" or *gyoryu*, but the latter may easily be distinguished by its dragon legs and claws, in lieu of the dolphin's fins.

Another marine creature that the Japanese delight to depict—generally in some jocular form—is the *tako* or octopus. It is regarded as a great table delicacy and very costly, hence the pursuit of fishermen, who sometimes have the unhappy experience of being caught in its long tentacular arms, as in the illustration by Hokusai entitled "Caught by an Octopus." The great caricaturist, Kyosai, has upon several occasions represented an *anna*, the "shell-diver" in its clutches. This creature grows to a great size in Oriental waters, being known to measure as much as thirty feet from end to end of tentacle.

But the octopus is not the only marine animal that reaches an immense size, judging



From a triptych by Kunisada.

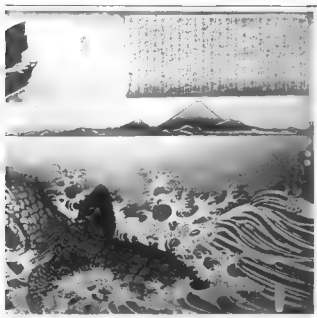


From a drawing  
"Caught by"



From a colored  
"The Carp-  
Dragon"





"Asahina's Test of Strength."



ing by Hokusai.  
in Octopus."



woodcut by Toyokuni.  
Struggle."

from the sharks pictured in the triptych by Kuniyoshi, entitled, "Asahina's Test of Strength."

Asahina Saburo is the celebrated strong man and warrior of Japan, noted for his visit to *Oni ga Shima* or Devil's Island where he defeated the *onis* or demons in a contest of *kubi hiki* or neck-pulling—the Japanese game of tug-of-war.

In Kuniyoshi's composition he is killing sharks with his bare hands, to the astonishment of the shogun and his companion who are keeping a safe distance in the background.

The illustration by Toyokuni entitled "The Love Struggle" offers another example of the homophone, *koi*, applicable to "carp" and "love," as given in the preceding article. In this instance, the artist has used a great fish to represent the contest of two rivals for the love of the same woman.

Regarding the symbolic significance of the fish among the ancient Americans, the Maya, the Aztecs, the Peruvians, and the Mexicans, literature and even tradition are non-committal.

In Egypt and among the Semitic races, this creature of the deep had a phallic import due, as has already been stated, to its relation to fertility, fecundity, and reproduction.

In China, it is the symbol of "abundance," again derived from a homophone, in which the two characters for "fish," and "abundance" have the sound of *yü*. But apart from this, the fish, when wrought in jade and other semi-precious stones, is significant of rank and power. It is commonly represented in pairs, one instance being as one of the signs of the zodiac—herewith illustrated—which being identical to the sign Pisces of the European calendar suggests a Babylonian origin. It does not, however, occur in the duodenary cycle of animals used by both China and Japan.

These twain fishes have another significance, that of connubial felicity, due to their habit of swimming in pairs, the chief example of which is the tradition that two of gold swam the ocean between the great division at Mt. Sumeru. This motive has therefore come to be regarded as a symbol of the harmony which should exist not only between husband and wife and between two friends, but between an individual and his home, which the Chinese express in the phrase *Yu Shui hsiang ho* or "The mutual harmony of the fish and the water." This significance offers an explanation for the extensive use of the fishes found wrought in every precious material.

With the Buddhists, the twin fishes are found in China among the "Eight Auspicious Symbols," and in Japan, among the "Seven Appearances," where they symbolize "freedom from restraint," for it is claimed that as a fish moves unhampered on the waters in all directions, so in the Buddha state, the fully emancipated from all desires and attachments encounter no obstacles. This Buddhist symbol as shown in an accompanying illustration, is used most extensively in all the arts, particularly in China where it silently preaches the tenets of the faith.

A singular use of the fish in Buddhist temples, both in China and Japan, is the fish-drum and the fish-gong. In Japan, these objects are known as the *mokuyō* and the *hanteki*, the former being used by the Shingon sect to assemble novitiates to the communion service, while the latter is used by the Zen sect, not only for chanting during religious services, but also during the *Cha no yu* or "Tea Ceremony" which ever is regarded as a sacred occasion.

The illustration entitled "The *Mokuyō*" only represents the appearance of such a drum, for this is what is known as a *Kongo Butsu*, a sort of incense holder, since it may be opened,



\* From a porcelain image.  
"The Dragon Carp."

showing within elaborate carvings which include the images of Buddha, and the two *Bodhisattvas*, Monju and Fugen, accompanied by Kurekara and Seitara, two *dojos* or attendants, with the sacred *Hoeo* bird under conventional clouds hovering over them.

The use of the fish for this drum is accounted for in the following legend: A monk, failing to perform his religious duties, was punished by being transformed into a fish and thrown into the water. While there, a tree grew from his back causing him much distress. In revenge, the fish tried to upset the boat in which his former instructor was crossing the stream, and when questioned about his act, replied, "You are responsible for my condition, for you failed to instruct me in the *Dharma*," whereupon the monk replied "You were too indolent to give attention." After much discussion, the fish was convinced of his error, and succumbing to the inevitable, became converted and was relieved by death. The monk then cut the tree away from the fish's body and made it into a drum to be a reminder to all who should fail in their religious obligations. Another reason given for making a drum and gong in this shape is that the fish never closes its eyes, so those who embrace the faith must abandon all sleep by night as well as day, if they wish to reach the path of perfection.

From the dawn of human intelligence the fish has been portrayed either as a means of representing some element associated with it or for the magical purpose of averting evil. It is found in graphic representations as remote as the Caverne de Larhet at Lourdes of the Paleolithic period, where, associated with the deer, it is intended to convey the idea of a stream through which the animals are passing. This habit of scattering fish over a vacant space to suggest water is common not only to all primitive

peoples but also to nations advanced in the arts, as shown in the accompanying illustrations of "Apollo Flying Over the Ocean," and "Dionysius Riding on a Fish," as well as the naive and powerful composition of "The Battle of the Fishes," the significance of which is still without a convincing explanation.

The ancient American designs herewith shown, the Maya and the two Peruvian patterns of counterchange—where similar forms of different degrees of light and dark are interlocked with remarkable understanding and power—represent this sea emblem not in, what is generally alleged, a primitive art but in one which has matured into the conventions of finality which ever mark the prime of a people.

But how wide the gulf between the art of these ancient peoples who have bequeathed to the world the wonders of Mita, Chichen Itza, Quirigua, Palenque, and Uxmal, and that of the painting by Okyo of the last illustration. The two are antipodal to each other—one, not a degeneration as one writer puts it but, a progression evolved through the intelligent elimination of nonessentials to symbolic types of pure design; the other, a most excellent example of naturalistic representation of piscine life portrayed in terms of impressionistic rendering and organic composition—the former, an art of the chisel developed from the very limitations of the tool and the resisting substance upon which it works, and the latter an art of the brush and a pigment neither of which knows any restrictions.

Then again, one is an expression of the life of an early race of so low a spiritual sense that it practiced human sacrifice, while the other is a faint reflection of the compassion and the love "that seeketh not its own" taught by the gentle and lowly Buddha.



\* From a painting by Okyo.

## WHEN NATURE SPILLS HER PAINT POT

(Continued from page 16)

nosed Goblin" and has a fanciful legend connected with it. (Close to the water's edge, is a ledge of rock which is called *Kotara-ga-fuchi*—Kotari's ledge, where the great samurai was killed in a fierce battle. There was also a heavily timbered bridge spanning the stream, called the "Bridge of the Gushing Springs," from which the spectacle of the brilliant maples up and down the riverbank and high on the mountain was admirable.

At *Shiooto-gama* we found more hot springs and a cluster of bathing houses, as well as a number of hotels. Here, too, was the tomb of Takao, famed throughout Japan for her accomplishments and her beauty, whose romantic love affair with the Daimyo of Sendai, who ransomed her and because of his gallant conduct was exiled to the north, far from the gayeties of the capital, is the theme of many poems. The sprightly lady was true

to her lord, at least, and followed him to his lonely retreat near this place, where she afterwards died.

We walked as far as Hattoori, and Monzen, past Sunaki and Furumachi, where the real "wonders of Shiohara abound" in the shape of many lovely scenes. Here and at Monzen, which is just across the river, are the most noted of the many alkaline warm springs of the picturesque valley.

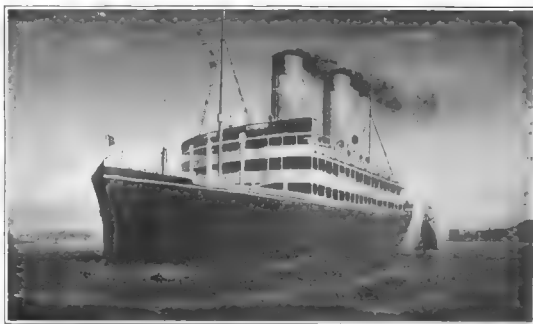
Owing to our late start it was evening before we returned to our hotel. The walk back on the high road was wonderful. The river, now rippling, now roaring, now booming, as it tumbled over the falls, or slithered along over the shallows; the wind in the trees along the road; the whisper of the breeze in the pines overhead; the click-click of geta-ed feet of people passing by; the calls of the children in the distance; all the sounds of evening, as it steals slowly over the land, blended in a tuneful

(Continued on page 43)

\* From Kokka.

28





*The S. S. Tenyo Maru,—one of the magnificent steamers of the Toyo Kisen Kaisha North American line fleet—leaving the Golden Gate enroute to the Orient.*

## TRAVEL STUFF

Fragments of conversations likely to be heard anywhere and any time two old-time trans-Pacific travelers get together. The What, Why, Where and How Much of the overseas trip discussed with technical precision from personal experience.

By JOHN SHARROCK



WHAT are the two old boys fighting about?" said Pollock as we sat back in rocking chair row, on the veranda of Hotel Del Monte and watched the activities of the sports enthusiasts busying themselves with preparations for their favorite games. Headed by the always active Sam Morse, groups of the younger set were awaiting their mounts preparatory to a paper chase across the country through the woods and down the wide open spaces beside the sparkling sea, over on the peninsula. Golfers were swinging in and out the revolving doors, on their way to the nearby number one course or the more tantalizing number two at Pebble Beach; motors were chugging up to discharge or take on their passengers, off for a drive through the fragrant pine woods and along the rocky surf beat shores that are the despair and delight alike of artists and painters from all over the world; across the driveway the variegated masses of colors of the flower beds made brilliant banners in the sun,

whose loveliness was augmented by the sharp contrasts of emerald lawns and somber, almost blackness, of the giant pines that stand on guard about the famous hostelry.

Purner, sports manager of the hotel, and perhaps the busiest man in the place, was passing us and we hailed him, "Who are the chaps having the wordy row," we inquired casually—for it is bad form to be too openly curious at such a fashionable place. "They're not fighting," he answered, "they are only enjoying the telling of their trans-Pacific experiences over again and as each of them saw things from a different angle, they can't resist the joy of arguing about it. It is an almost daily occurrence."

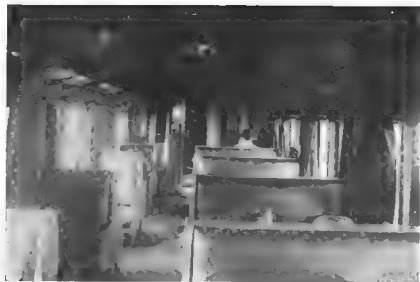
Just then another fellow joined the group. He was evidently unlearned in the ways of travel in the Orient, for he asked some question about conditions out there, and the debate turned into a school of instruction, which poured such a flood of information on the unfortunate questioner's head that he was left gasping and bewildered. The conversation was interesting, especially as it concerned the actualities of travel on

the other side of the Pacific so we hitched our chairs a bit closer to the speakers and "listened in" with a great deal of curiosity.

The talk slid East and the talk slid West like that in Kipling's celebrated poem, and ran the gamut from cost of deck chairs and changes of the clock, to the price of rupees and Oriental customs regulations. Out of it we gathered fragments like this:

• • •

"They have raised the cost of passports to an unheard of degree, since the war. In the old days an American could send in his application with a dollar and get it right back. Then it went to two and a half, and now it costs us ten hard dollars to get the privilege of going abroad. After you get it, the passport, in hand, you must go to the consulates of the different countries that you are planning to visit, and have each of them place the official stamp or visé, to use the French expression, on the back of it. For this act you now pay as follows: British visé for British subjects, \$2.50, for American citizens \$5.10; for Japanese visé, all nationalities, \$2.50; for Chinese visé, all



*The rolling stock of the railroads operated by the Japanese in Korea is built on American patterns and adapted to the needs of that country. Here is a view of one of the ordinary day coaches. The wide seats on the left accommodate four people.*

nationalities, \$2.00; American visé, for all nationalities, \$2.50.

After all these formalities are finished, you then go to the Internal Revenue Bureau of the United States and prove that you have paid your income tax and are not trying to evade anything by leaving the country. This done, you are given a slip of paper which is called a "sailing permit" and with this you can proceed to the steamship office and pay your money for the ticket. If you have not complied with all the above the steamship people cannot accommodate you, until you have done so.

Although it is no longer necessary for American citizens to have passports to leave the country as far as American authorities are concerned, yet they are absolutely needful as a means of identification in other lands where such regulations are still in effect. Travelers will be wise to provide themselves with these documents in advance as foreign steamship lines cannot sell tickets without the presentation of these papers.

\*\*\*\*\*

One of the most fascinating things about the embarkation on a steamer is how, out of the apparent inextricable mix-up of baggage and luggage, complete order ensues, almost as soon as the ship leaves the dock. Baggage piled mountain high on the wharf, is speedily placed on shipboard and properly stowed in either stateroom or baggage room. On the steamer the baggage room is usually conveniently located and open to passengers at stated hours of the day, so that they can get what they need during the voyage. The baggage labels

and stickers which are supplied with the tickets at the steamship office indicate where each piece is to go, either in stateroom or baggage room. Three hundred and fifty pounds of baggage which must consist of wearing apparel and personal effects only is allowed for each first class passenger. Luggage weighing in excess of this amount is charged for at the rate of one cent a pound. Trunks for cabin use must be of a size that will slip under the bed or berth and therefore cannot be longer than three feet, wider than one foot nine inches

and deeper than fifteen inches. The matter of hand baggage is left to the personal needs but it is wise not to attempt to have too much stuff in the room as it is in the way and cumbersome on a long trip.

\*\*\*\*\*

What you say about the safety of baggage on shipboard reminds of how rarely letters go astray. When you consider the vast amount of mail addressed to passengers on each ship the wonder is that there is so little loss. Mail addressed to the passengers, care of the port of departure is sent aboard ship on arrival at quarantine and in care of the purser on the day of departure, so that the passenger gets good service. This applies with equal truth to telegrams and cables.

\*\*\*\*\*

Of course, in these days, when steamers are equipped with powerful long-range wireless, no one need feel that he is out of touch with his home or business. Ships at sea are in constant touch with land, sometimes on both sides, and messages can always be sent while enroute. The cost varies according to the distance, but usually figures from 17 cents to 25 cents a word. When, on the other side, the wireless and cables are always at your service at comparatively small cost when the convenience is considered. You can send a message to or from Japan by wireless for 72 cents a word while by cable it costs 96 cents a word. The cable rates per word for other Oriental ports are about as follows: from San Francisco to Shanghai, 85 cents,



*This is a view of the stately Bund of Shanghai, bordered on one side by water and on the other by handsome residences, office buildings, banks and clubs. It is one of the interesting streets of the Far East.*



Hongkong, 88 cents, Manila, 78 cents, Singapore, 78 cents with a war tax of ten cents added to each message.

"How do the ships on the Pacific compare with those on the Atlantic when it comes to tips and fees?" queried the land-lubber of the oldest oldtimer. He snorted in derision as if any one should know enough not to ask such a question but seeing that some answer was needed replied:

Conditions on the Pacific are much different than before the war. In the old days one could get across with a ten dollar bill for his tips on ship, but it can't be done any more. As on every steamer tips depend largely on the amount of service required or rendered. There are several persons whom one is expected to tip. These are the table boy, the room or cabin boy, the bar boy, the deck steward, the bath boy and the boots boy. You will find all of these lined up or coming to see you on the day of debarkation, and they will let you know that they expect something from you. Whether you give little or much, whether you have come up to their expectations of you or not, you will never know, for the Oriental will bow and smile, even though he is dreadfully disappointed in you.

Tipping for individual service is not required or expected on ship board, but the fees are given at the end of the trip. They tell an amusing story of the man who gave his boy a most generous tip the second day out, in the hope of assuring himself of extra attention. To his surprise he got no service at all for the

next couple of days and when he upbraided his attendant for it, he was informed that the boy thought that he was no longer wanted as he had been handsomely paid off. It is a good story that one can, by a stretch of imagination, suppose as happening in old days but nothing like that could occur now. The boys are all too wise. If there is a woman in the party or a woman traveling alone the stewardess will also have to be fee-ed, and if special attention is given or desired in the dining room then the chief or second steward or both

should receive some remuneration for their services, though this is not compulsory as custom has made the tipping of the lesser folk. Five dollars is about the smallest sum one can decently offer to these men and if you cannot afford that it is better not to give them anything at all. Tips to ships people do not run the same on all ships—some have a reputation of being higher than others and it is best to ask the man who has been across before on that vessel as to the amount usually given. Taken on the whole, a fair average for the voyage on which no special service has been asked or rendered from San Francisco to Yokohama, runs about as follows:

Table boys, \$5.00; room boy, \$5.00; stewardess, \$5.00; bath boy, \$3.00; deck steward, \$2.50; bar boy, \$2.50 and up according to services rendered; boots boy, \$2.00; chief steward, \$5.00 to \$25.00, according to special services rendered.

In addition to these fees, which are required by custom, rather than by any set rule, there are always two or more collections taken up among the passengers during the trans-Pacific voyage. Contributions to these are left to the discretion of the passenger and can be as much or as little as desired.

Then there is the charge of deck chairs. These fees range from 50 cents to \$1.00 depending on the length of the voyage. Arrangements for deck chairs and their proper location on deck, if there is any choice in the matter, should be made just



*Express trains over the South Manchuria and Chosen railways operated by the Japanese are composed of Pullman type sleeping cars, compartment cars, dining and observation cars, with wide plate glass windows like the above.*



*The towering gates and walls of old Peking, where the camel caravans still come and go with their precious freight, are fascinating to visitors. The railway station is just outside the main gate.*



*From the motor car in the adjoining picture to this sedan chair is a far cry that takes one from modern, up-to-date Japan to the crooked and narrow streets of Canton, in South China.*



*The modern motor car is an indispensable requisite in touring Japan nowadays. Here is one photographed near Amano-Hashidate, on one of the fine roads in that region.*

before or shortly after leaving port, through the deck steward.

• • •

When you travel to the East you gain a day and when you come back across the Pacific you lose one, so that when you return, you are no better off than before. This change of time on board the ship has always been more or less of a mystery to "first time" travelers, although the explanation is really quite simple. It is noon or meridian at any place when the sun is directly above it. As the earth rolls toward the sun, noon comes to any certain point at an earlier or later time each day than the preceding one. This time advances approximately an hour each day, until if the circuit of the earth were completed a balance of twenty-four hours ahead or behind would be piled up. To adjust this, it was decided by international agreement that the 180th meridian, located about the middle of the Pacific and therefore subject to the least traffic of any place in the world, should be set as the date line and that the time should be advanced, or retarded at this line, according to the direction in which the ship was moving. When two ships meet on opposite sides of the 18th meridian or date line, the one approaching from the east is a day behind the one coming from the west. When it crosses the line it advances the time twenty-four hours while the other deducts twenty-four hours from its calendar. Thus west-bound ships gain a day and east-bound steamers lose one. Clocks on

Pacific steamers are changed at midnight every night and the day lost or gained is known as meridian day.

• • •

Hongkong is rightly noted for the ease and celerity of its customs and immigration examinations. There the formalities are passed through in quick time, as this practically is a free port. Wines, liquors, cigars, tobacco, arms and ammunition are subject to duties. Toyo Kisen Kaisha ships anchor in the stream and other companies bring their steamers to dock at Kowloon across the strait. Fast launches and ferries afford rapid communication to and fro. In Japan a careful examination of all baggage is made at the customs piers. Personal effects are admitted free, these include fifty cigars and one hundred cigarettes. Other articles are subject to more or less duty. The examinations are made in good order and no fear need be felt as to the getting through if full compliance with the laws is observed.

Close investigation is more likely to be made on arrival from China ports than from American. Passengers coming from China by rail are required to declare their effects at Antung, the frontier rail point between China and Korea and here examinations are made by Japanese and Chinese officials. Baggage is handled at all points by station porters on Japanese lines who are like our red caps, only a great deal more obliging as they will handle a trunk or baggage of any weight, for a tip of 15 to 25 cents.

Railways in Japan are managed on the same lines as the American systems, as far as equipment and schedules are concerned. The collection of tickets is on the English or continental system, that is, you show your ticket at the gate before boarding the train, it is punched and you retain it until the end of the journey when it is taken up at the gate of exit. This does away with the necessity of showing the same to different conductors while enroute. Sleeping cars and dining cars are similar to those of our country but the ordinary day coaches in Japan have long seats down each side instead of cross seats to which we are accustomed.

The railways of Korea, Manchuria, Shantung, which are operated by the Japanese Railway Bureau as well as the Chinese railways, are built on American gauge and equipped with the standard American rolling stock, including locomotives, pullmans, compartment and day cars. The lines under Japanese administration are the finest in the Far East and compare favorably with any in the world. The railways of Java and India are operated on the continental lines and are well adapted to the territory traversed.

Passengers on steamers are given a free rail ticket between Yokohama and Kobe or Nagasaki, which permits them to gain an excellent idea of Japanese rural life, while going from one city to the other, where they can rejoin their ship. In connection with through tickets to or from Hongkong,



they are also given a very low rail rate for the Japan-China Overland tour, which gives a rail trip with as frequent stopovers as desired from Japan, across the straits, into and through Korea, to Peking, Nanking, and to Shanghai where connection is made with the steamer.

In Japan the baggage allowance carried free is 160 pounds per first class or second class ticket and with an excess rate based on the distance covered. On Chinese railways the same allowance is made—160 pounds—with an excess rate based on 1 cent per mile for every 133½ pounds.

One of the unusual features of travel in the Orient is the transportation by man power, such as rickshas and chairs. In Japan, these conveyances are comfortably upholstered and have rubber tired wire wheels and folding tops to protect from sun and rain. In China they are heavier built with wooden wheels set a trifle lower to the ground. Fares in these rigs are according to the distance traveled and in Japan are all scheduled by law. A request of any policeman will secure the required information, if one knows his destination. It is always well to ask in advance, of the hotel porter or some official, as this does away with any dispute as to the payment. In Japan, rickshas can be hired by the hour at approximately 50 cents to \$1.00 and the ricksha-man will act in a way as a guide also. If he is taken by the day a greatly reduced rate can be obtained, according to the city. Rickshas in Hongkong and Shanghai are approximately 30 cents per hour while in the former city sedan chairs are 40 cents an hour. Riding in these chairs

is an experience and when one becomes used to the swing and sway, it is quite pleasant. The chair is hung in the middle of two long poles supported on the shoulders of the bearers. They step along at a smart gait and can cover a great deal of ground in a short time.

Rickshas will soon be a thing of the past in both Japan and China and with their passing will go one of the most picturesque and attractive modes of moving about known to travelers. It is said that there are only about one-half as many men in this business now, as there were two years ago and the ranks are not being filled up. The business as a business and trade, is dying out and it looks as if, with the passing of the present members of the craft, the convenient easy riding ricksha will be a thing of the past. Its place will be and is being taken by the automobile, which is appearing in constantly increasing numbers on the streets of the cities of the Far East. Rates for motor cars and taxis in Japan range from \$3.00 to \$5.00 per hour depending on the character of the car. In the cities of China and in Hongkong, the rates are from \$5.00 to \$8.00 per hour.

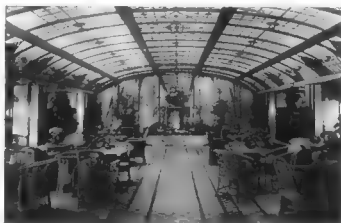
It used to be a very long and far away trip to go from America to the Orient, but in these days of fast steamer service in mails and wireless, it is only a very short time away. Mails, going to Japan, by way of Honolulu, take seventeen days to Yokohama and twenty-eight days to Hongkong. Mails by the northern route take less time reaching Japan in twelve days and Hongkong in about twenty-two days.

"But with all these things that you have been discussing and which must sound very terrifying to an inexperienced traveler," boomed the deep voice of one of the old-timers in the conversation, "with all these things, the Orient today is the most delightful place in the world for pleasure touring. As our friend Burton Holmes says, 'it is there that the many comforts and delightful deencies of travel still obtain.' No where else can you find so much of interest and information—of change and of climate, people and scene, as in the lands that lie out there along the pathway of the sun as the steamship company says in its announcements. In the past three or four years, the question of the exchange was against the American traveler but now, thank goodness, it has gone down, and the gold dollar will buy about two of silver or yen. This means that, in a way, you double your capital when you change the gold into silver or yen and as prices in Japan and China, while they did raise during the past two years, as they did every place else, were never as high as they were in Europe and America. Even at present therefore with the prevailing exchange they are cheaper than at any other place.

"With the fine ships and increased service provided with the introduction of the new steamer Taiyo Maru, the Far East offers every inducement to those who want to see new sights and scenes, of strange and quaint peoples, without the loss of any of the comforts to which they have become accustomed in their travels."



Above is shown a part of the palatial dining salon of the S. S. Taiyo Maru, the latest addition to the fleet of Toyo Kisen Kaisha. It will seat over three hundred people with ease.



In the Winter Garden of the S. S. Taiyo Maru, travelers find a delightfully cool and attractive lounge, through whose heavily leaded stained glass ceiling the sun streams appealingly as the ship plows along.



*At the left in the upper row is Clarence Duboise with smiling Mrs. Duboise beside him. In the upper right is E. A. Mandel, with Mrs. Mandel in the lower left. The smiling face in the lower center is T. Iijima and next is Miss Marie de Mendenez.*

## PORTHOLE PICTURES OF



AMONG the prominent passengers on the Taiyo Maru en route to their home in Shanghai was Mr. and Mrs. Wesley Gallagher. As Muriel Steele, Mrs. Gallagher was famous throughout America as one of the beauties of California and the Gallagher home in Shanghai is the rendezvous for prominent people from all over the world. A large coterie of San Francisco friends were on the dock to see her off.

Douglas M. Young, President of the Far Eastern Advertising Agency of Kobe, sailed for Japan on the Taiyo Maru. Young is completing a round-the-world tour in the interests of his business, which is the oldest established advertising agency specializing in Japanese publications in Japan. He stated that business conditions while slack at the time of his departure were gradually improving

and that merchants were hopeful in expecting increased business during the coming year.

D. W. Ferguson, well known steamship man and tourist agent of Los Angeles was a passenger on the Taiyo Maru as leader of a party for making a round tour of the Far East. Members of this party are prominent in business and social circles of southern California and included Mrs. H. Bleeker, Miss S. Clayton, Mr. D. W. Ferguson, Mr. and Mrs. E. O. Hodges, Mrs. S. Ingle, Mrs. H. Pringle and Mr. George Weber.

Miss Kathryn M. Ball, well known in San Francisco society circles, was a passenger on the S. S. Taiyo Maru, for a well earned vacation trip in Japan.

Sailing on the Taiyo Maru after an extended business tour in America

was K. Tsuruta and family. He is the President of one of the large engineering companies of Tokyo and has made numerous contracts for heavy machineries and supplies during his stay in America.

Theodore Seidl, well known business man of Yokohama, who has been in the eastern United States and Montreal for several months, returned to Japan on the S. S. Taiyo Maru. He was accompanied by Mrs. Seidl and two children

Sailing on the Shinyo Maru on a business trip was Mr. and Mrs. B. Marsh, who is in business with his father, George T. Marsh, well known importer and exporter of Japanese objects of art.

Mr. and Mrs. G. E. Smith sailed from San Francisco on the Shinyo Maru for Yokohama, where Mr. Smith





*Baby Betty Camblin is in the upper left, with D. Neens of Tokyo and Mrs. Yamamoto in the same row. In the lower left is Mrs. Harry Root of Yokohama, center Mrs. Humphrey Wyndham of London, and the popular Dan Morrison.*

## PROMINENT PASSENGERS

is manager of the Robert Dollar Co.

D. Neens, Manager of Construction for the Mitsubishi Company, returned to Japan on the Shinyo Maru after an extended tour in America on business connected with the construction of the new Mitsubishi office building in Tokyo. This will be the largest building of its kind in Japan, having a frontage of 350 feet and an elevation of nine stories. It is estimated it will cost nine million dollars, which money will be furnished by Japanese and American financiers. Mr. Neens was accompanied by M. Higuchi, an attorney of the Mitsubishi Company.

Among the well known passengers on the Taiyo Maru, arriving in San Francisco, was Dan F. Morrison, member of the firm of Arthur & Bond, perhaps the best known establishment in Japan. He comes to America on an annual vacation.

A. E. Mandel, manager of the National Paper Products Company of Stockton, California, was a passenger on the Taiyo Maru, on his annual business trip to the Orient. He was accompanied by Mrs. Mandel.

Sailing on the S. S. Persia Maru, for Japan, were Mr. and Mrs. Clarence Duboise. He is the staff correspondent of the United Press, one of the big news gathering agencies of America, and will open offices for that organization in Tokyo. Duboise is one of the well known correspondents, having served in many lands and participated in many stirring events of modern history.

Returning to his post at Cavers Field, England, Major Humphrey William Wyndham, officer in the English army, was a passenger on the Taiyo Maru. Accompanied by Mrs.

Wyndham, he has been making an extended tour of the United States, during his leave of absence.

T. Iijima, importer and exporter of New York, sailed on the Persia Maru for a visit in Japan. He was accompanied by his wife.

Passengers on the Taiyo Maru arriving in San Francisco were much interested in the romance of a beautiful Spanish girl, Miss Marie Zelles de Mendenez, who arrived on that steamship to meet her fiance, F. F. Gellion, manager of an electric company in China. The marriage was to take place in San Francisco on arrival of the ship.

S. Yamamoto, well known in San Francisco business circles, returned on the Persia Maru with his bride from Japan.

(Continued on page 41)



Above are pictured some of the prominent passengers of Toyo Kisen Kaisha steamers. In the upper left is Mr. and Mrs. Theo. Simmons and small son, who arrived on the Taiyo Maru, making Mrs. Simmons' tenth voyage across the Pacific. To the right of them is Professor Fayton Trevel of Stanford University, bidding good-bye to K. Doi just before the sailing of the Shinyo Maru. In the center panel is Mrs. Theo. Seidl, wife of a well known business man of Yokohama, who returned on the Taiyo Maru, while the group at the lower left shows Mr. and Mrs. B. H. Storm of Oakland, Calif.; Miss Fannie Butterfield of Brookhaven, Mass., (with golf sticks) and Miss Augusta Stacy of Piedmont, Calif. The interesting Japanese family in the lower right is that of Mr. and Mrs. T. Kitahama on board the Shinyo Maru.



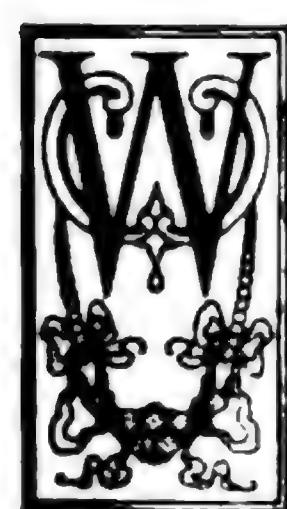


# Shall America Have War With Japan?

Ask Frederick Palmer



J  
A  
P  
A  
N



WITHIN the next few months the diplomats and representatives of the leading nations of the world will assemble at Washington to discuss the question of disarmament.

This conference has already attracted almost as much attention as the League of Nations itself and will continue to occupy the center of the international stage for many months. Of the numerous articles dealing with the subject of the relations of the two nations that face each other across the Pacific that have appeared in print, none has been more interesting than the one from the pen of Frederick Palmer in the August 6th issue of *Collier's Weekly*. Under the heading "That War with Japan," Mr. Palmer presents the aspects of the question in such a forceful and logical way that it is by far the most comprehensive statement published for many a day. It also bears the stamp of authority, for Frederick Palmer is recognized as one of the foremost correspondents of the world and one who has seen and experienced more of the actualities of war than any living man in the world today.

The article opens with an account of the first meeting of the League of Nations at Geneva last December, in which the question of war between America and Japan was discussed at one of the committees. In answer to the direct question put by Mr. Palmer to one of the Japanese, he tells as follows:

"We do not want to fight unless you make us," the Japanese concluded.

"That is our view, too," I replied.

Then the fuse of open diplomacy exploded in a series of ejaculatory sentences from him:

"Why Japan play fool? Why America play fool? What for we fight? Where? What can Japan win? What America win? Too much talk! Very simple. I think—Aw!"

There he stopped, reminded perhaps of the instructions from the Tokyo Foreign Office, of which every Japanese is supposed to have a carbon copy imprinted on his heart. But

he had won our applause by electrifying the heavy air of our bootless abstractions; and we had him where he could not escape good-natured open diplomacy until at least after coffee was served.

We took off our verbal corsets. Everyone tried to speak frankly the thought of his nation without being publicly or officially responsible. We imagined the war in progress in grim reality. At intervals the Japanese emitted ejaculations that had a cutting sword's edge of material logic.

It was far into the afternoon when that party broke up. This give and take of well-informed men illumined the information I already had on the subject. I may not know what is in the Japanese mind behind the Japanese smile; but I think I do. And that is the first thing we should all know if we are to preserve our rights without bloodshed.

\* \* \* \*

Dealing with the early relations between the two nations, the writer gives some interesting sidelights on the coming of Commodore Perry with his strange ships which made such an indelible impression on the Japanese mind:

## Tells of Early History

Let us go back to Commodore Perry. When he sailed into Tokyo Bay in his side-wheeler man-o'-war in 1853, Japan was still a sealed nation. For over two hundred years the Japanese had permitted no egress of Japanese and no ingress of foreigners except a few Dutchmen who had a small trading concession and were kept immured in Nagasaki. A third of the population were Samurai, who fought, posed, made poetry, and at other times led the life of the rocking-chairs on a summer hotel veranda. The rest worked for a living.

Japanese manners and customs were as standardized as a switch-board; politeness was a ritual in the smallest things of life. They did not care even to speak to other nations as they passed by. They did not know that the world was round; and the inconsequential rest of it outside of their beautiful Japan must be barbarous and ugly.

Commodore Perry's intentions were perfectly good. He wanted to do Japan a favor, to open her up to trade and progress. The Japanese wanted him to mind the "No Trespass!" signs and go away. Thinking to propitiate him, the Shogun sent him gifts, including some beautiful vases. It is said that the commodore, who was of a tobacco-chewing generation, mistook the vases as having a utilitarian purpose, and showed his good will by using one for that purpose immediately.

Even then he would not go away. The Japanese might not think that it was according to their conventions that a ship should move by means of a diabolical iron machine in her "innards" making side wheels go round; and they might consider that no real knight, no real sportsman, no gentleman fighter would use cannon balls to keep another gentleman from reaching him with sword or bow and arrow. But there he was, his guns commanding Tokyo Bay, and there he remained, using a vase for a cuspidor, the nasty old ruffian, until he won his point, which led to the establishment of treaty ports for foreign trade in Japan as well as in China.

He had given the Japanese something to think about. They were to think about it to some purpose, or we should not have the California question. Now began the pilgrimage of the "study boys" over the earth, which still continues.

These pioneers went forth to find a way of making guns like Perry's that fired iron balls, with a view to driving the foreigners out of their Japan. They gained much surprising information. Japan, instead of being the major part of the world, was merely some island dots on the map, which only by being so remote had escaped the domination of the white nations, all having great armies and fleets armed with guns, which were becoming masters of all the lands occupied by brown and yellow peoples.

"Wisdom!" whispered the study boys to one another. They must ask questions, listen, say little, and keep close counsel—as they have continued to do unto this day.

They were certain that they could

(Continued on page 39)



A Spanish  
shawl, richly  
hued, is a mid-  
ish wrap.

# New Modes for All Occasions

From  
I. MAGNIN & CO.  
San Francisco

A modish  
street frock  
with contrasting  
uffs.

A three-  
piece made of  
Kasha cloth  
and broad-  
tail.

Kollusky  
fashions  
a luxurious  
wrap.

The quick-  
er suit is  
ready cor-  
rect for golf.

An exquisite  
velvet dinner  
frocks.

Slashings are  
a distinct-  
ive feature in  
an afternoon  
gown.

Crispily  
bouffant is a  
frock of '91.  
fita.



## SHALL AMERICA HAVE WAR WITH JAPAN?

(Continued from page 37)

be brave if they had to fight for Japan; also that they could stick together. In team play they had nothing to learn from the whiteskins. Dissect and analyze a Japanese, and you will not find a bit of him the size of a pinhead that is not, as the result of uncounted generations of inbreeding, unadulterated Japanese. The Japanese are the most homogeneous of peoples.

Another asset was their centuries-trained smile. A Japanese smiles whether he is happy or is mourning. If his father, mother, and wife die on the same day that he breaks a vase he has been working on for a year, he smiles. That smile is useful in international diplomacy, and poker players say it is useful if you have a "busted flush" against "three of a kind."

The study boys concluded that it did not matter if the Japanese still considered that kimonos were more comfortable than trousers, or that their ways were better than the white man's ways. His power had proved the white man's ways to be right. Japan must adopt them. While she learned them, she must allow the white man to enter as a guest, to avoid receiving him as a conqueror.

As all the Japanese had been taught to think and act by command, it was the easier to apply this policy, which the younger generation of the Reformation entered into with the vital interest of one fashioning a life raft at the prospect of shipwreck, and with the blithe curiosity of a woman loosed among the latest fashions in a metropolitan shop.

Steamships, railroads, telegraphs, sewing machines, printing presses—the Japanese must have everything modern, while they shrewdly contrived that they should remain the owners and employers, and the foreigners temporarily the teachers and employees. Returning study boys put their heads together to decide which was the best feature of each Occidental nation for Japan to adopt. At first they favored French instructors for their army. When France was beaten by Prussia in 1870-71, they changed to Prussian instructors—very politely, of course.

They paid high salaries, even according to Western standards, to their instructors, whom they replaced with Japanese at native wages as fast as the Japanese were trained.

Wearing strange clothes, learning strange languages, adopting strange ways, his pride made the Japanese punctilious, as a newcomer seeking a

place in international society. However poor his country was in those early days, the Japanese official—though he returned to rice and parsimony at home—must keep up his end when abroad, to show that he "belonged." If other nations had alliances, so must Japan. An island power herself, she had come along far enough, after she won her little war with China, to form an alliance with that other island power, England, in order to protect her sea communications for her blow at Russia, descending upon China from the north. \* \* \*

What a call to the imagination has that short phrase—the mastery of the Pacific, says Mr. Palmer. And what does that high sounding phrase mean?

### Control of the Pacific

It is about five thousand miles from San Francisco to Yokohama, he continues. Excluding the Hawaiian Islands (which are to the south and under our flag), there is nothing but salt water all the way. Until the price of salt rises considerably, the Pacific is not intrinsically valuable except to float ships, for man lives upon the land.

Who has the mastery of the Atlantic, which is a smaller ocean than the Pacific? It is nearly two thousand miles less from Liverpool to New York than from San Francisco to Yokohama. More great powers have their coasts on the Atlantic than on the Pacific; many more ships come and go across the Atlantic than across the Pacific.

You may say that to have full mastery of the Atlantic the navy of one nation would have to force all the men-of-war off the Atlantic. But for a hundred years we have kept control of our ports, and the British of theirs. What do you and I want of the Atlantic? A free roadway for shipping. \* \* \*

In the Great War Japan gave well-considered assistance to her ally, England. She took over German interests in Shantung. She made large profits out of war trade. The collapse of Russia and the preoccupation of the other powers with the war in Europe enabled her to thrust her influence deep into China. Her army, which had once fought long and hard to reach the borders of Siberia, was summoned to the task of policing Siberia against Bolshevism.

There is no longer a German or a Russian navy. Occasional gunboats and cruisers represent the British and French in the Far East. The American navy is second only to the British

in strength. The Japanese navy dominates the Asiatic seas. America continues to increase her fleet; and Japan to increase hers. Our navy and the Japanese navy are preparing and thinking in terms of war between America and Japan. Whether or not this war is to come, the officers of either navy will agree that you can better keep up the spirit and efficiency of your force by preparing against a definite enemy you may have to fight any day than against an unnamed enemy whom you may have to fight some day.

The foreign residents of the Far East, whether outspoken traders or officials who whisper their views, still dislike the Japanese, while they continue to like the Chinese. They look to America to blast the ambitions of Japan by armed force. They say geography points toward this eventuality; destiny demands it. The two young powers of the East and the West must do battle to decide which is to be master of the Pacific. \* \* \*

There are some things for which every nation will fight. Let us consider those before we talk of fighting for high-sounding phrases. If ours or any other nation should threaten the English Channel, the British would rise to arms as instinctively as a red-blooded man resists burglary and murder. The English Channel is Britain's bread ticket. Without it Britain starves, as every Briton knows in his very bones.

Every worth-while American is prepared to fight if any power or combination of powers threaten either American coast. This is a blow at the Monroe Doctrine, which is the same to our national consciousness as a German mobilization on the Rhine to France. While we should not starve if the Japanese should occupy Magdalena Bay, or the British the Caribbean ports, we should keep on fighting until they were driven out. \* \* \*

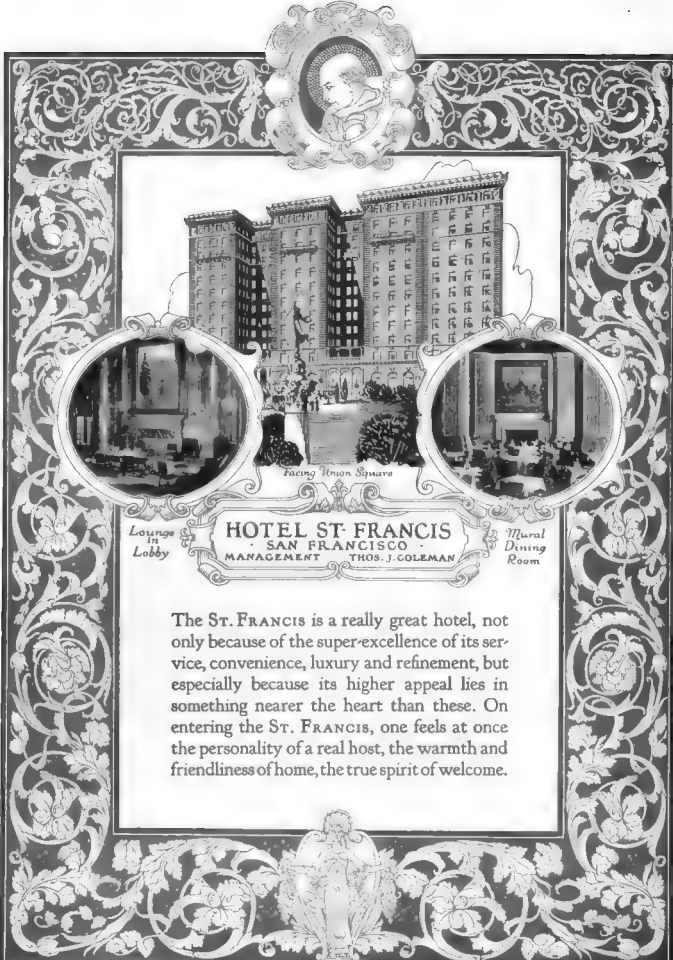
What basic cause is equally dear to Japan? What would inflame her people with the courage to fight to the death? Any threat at the narrow stretches of salt water between her and the mainland of Asia, which mean to her what the English Channel means to the Briton—her daily bread.

### The Outsider of the Orient

So we know that we shall have war with Japan if we attempt to blockade her ports, and Japan knows that she will have war with us if she strikes at our coast. Have the Japanese this extremity in mind? Have we?

(Continued on page 46)





*Facing Union Square*

*Lounge  
in  
Lobby*

**HOTEL ST. FRANCIS**  
· SAN FRANCISCO ·  
MANAGEMENT THOS. J. COLEMAN

*Mural  
Dining  
Room*

The St. FRANCIS is a really great hotel, not only because of the super-excellence of its service, convenience, luxury and refinement, but especially because its higher appeal lies in something nearer the heart than these. On entering the St. FRANCIS, one feels at once the personality of a real host, the warmth and friendliness of home, the true spirit of welcome.



# PERSONALS

(Continued from page 33)

## D. M. Linnard Sails for Orient

En route to Japan, China and the Philippines on an extended tour, during which he will combine the observation of business conditions with a well earned vacation, D. M. Linnard, one of the best known hotel men of the United States, sailed from San Francisco on the Taiyo Maru. He was accompanied by his sister, Mrs. Bennett, wife of the manager of the Grand Ho-



D. M. Linnard

tel at Yokohama. Linnard is no stranger to the Far East, having made several trips in the past few years. After extensive touring in Japan, he will go overland through China and on to Hongkong.

The Korea Maru carried three tiny passengers who will enliven the trip for all those aboard. They are Robert John Melshurish, Miss Margaret Melshurish, and their young cousin, Miss Jean Addin. Mr. Melshurish, an official of the Bank of Hongkong, has been combining business connection with British mining interests.

J  
A  
P  
A  
N



# The Palace Hotel

Management of Halsey E. Manwaring.

where *Historic Ties*  
for seventy five years have bound  
the "Occident" to the "Orient".

700 Rooms  
700 Private Baths  
European Plan.

In the heart of  
the financial district.  
*San Francisco, California*





## WHEN NATURE SPILLS HER PAINT POT

(Continued from page 28)

paeon. Night came swiftly as it does in the mountains. The cliffs along the road hemmed us in—the higher crests were black against an opalescent sky. The edges were as sharply defined as if they had been cut from cardboard and placed before the sun. From an opal glow, the light changed, insensibly shifting from red to rose, from lavender to gold, from rose to grey, from grey to lavender, and then to purple. This shaded off into blue grey, whose edges were trimmed with fire—then black-like ashes blotting out the glory of the flame behind—and the day had gone and the night swooped softly down. Dimly defined in the darkness, the serrated crests of the range, bordered a ribbon of ultra marine sky a-sparkle with many stars, winking and scintillating in the crispness of this altitude and at this time of the year.

So died the day—so faded the poly-chromatic fantasy of the leaves.

It was quite dark when we reached the welcome of the inn where, after a refreshing hot bath we dined sumptuously in Japanese style and then slept as only those who have tramped the hill roads for a full half day can sleep.

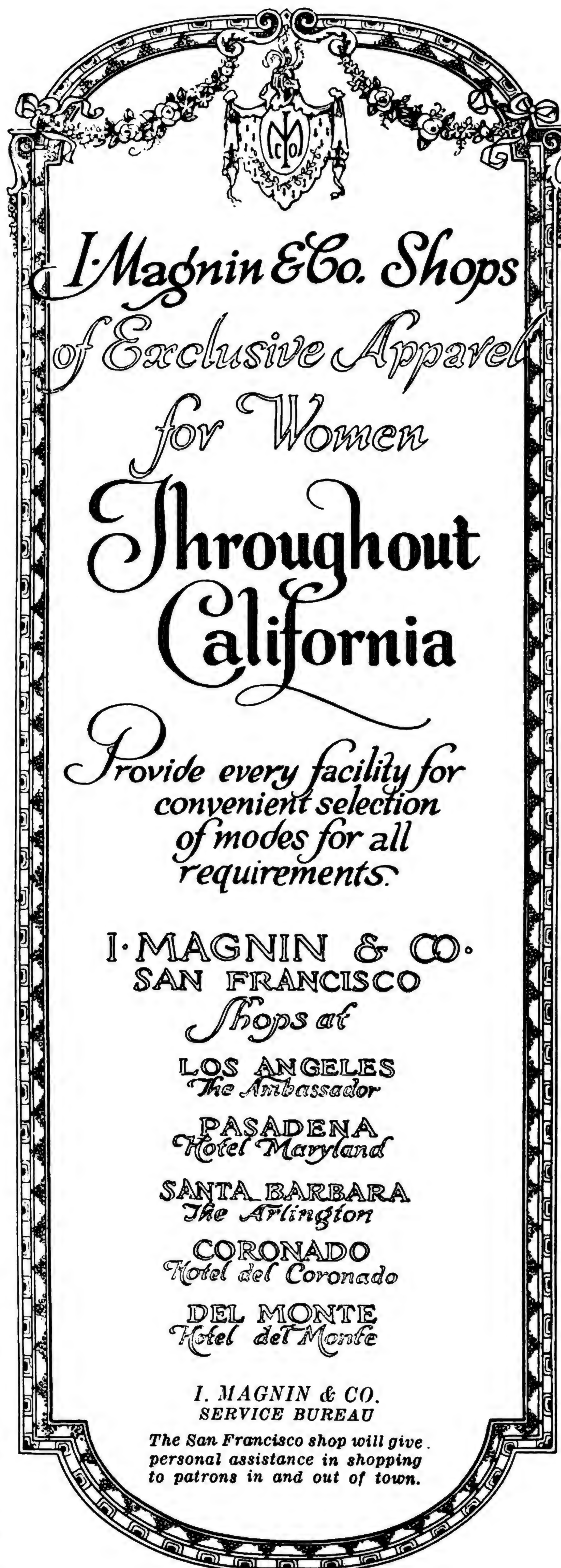
Next morning, the proprietor of the Masuya came to the door in his fine big Hudson car and took us for a long drive over the road we had walked yesterday and far beyond, into the pleasant valley that lies between the hill tops after you have finally breasted the rise. Circling this, we returned to the highway that led back to Shiohara, stopping under his careful ciceronage to see many beautiful things that we had missed the day before. After luncheon we talked of trains and connections. To our delight, we found that by taking a motor, of which there were a number for hire in the village, we could escape the tedious ride on the narrow gauge line and go directly to *Nasuno*, where we could connect with the down train for *Utsunomiya* and *Nikko*.

The ride back in the sunny mid-afternoon was one of the delightful motor experiences of Japan,—all the more pleasant because of the way in which we had first gone over the road—in the darkness of the night before. We stopped to peer through the gates of the Imperial villa, to admire the unusual sight of expanses of green lawn and heavy stone walls that enclose it somewhat on the order of an English estate.

All the strangeness and terror of the road that we had felt as we padded along in the darkness of the night ricksha ride, had gone like the mists that wither away before the morning sun, as we sped down its smooth and easy way until we came to the plain. From there on, nothing but the interesting intensive cultivation of the rice and grain fields, with clumps of mulberry and persimmon trees about the houses. Huge water-wheels turning lazily as they moved the stones that ground the rice—thatched houses with spotless white shoji—white turbaned women in the fields—men at work harvesting the grain and hanging the heavy-headed bundles on the tall racks that are used to dry it in the sun. Excellent dirt roads, that permitted good speed, with villages strung along them like beads on a cord, until in the distance the smoke of *Nasuno*, the railway station, appeared.

Here we paid our motor fare—a modest sum for the distance traveled—waited forty minutes for the express train to arrive—settled ourselves comfortably in one of the Pullmans and soon sped off toward *Nikko*.

It is but a short ride and we arrived there in ample time for the good dinner that mine host *Kanaya* always has ready for his guests at the *Kanaya Hotel*.



*I. Magnin & Co. Shops*  
*of Exclusive Apparel*  
*for Women*  
**Throughout**  
**California**  
*Provide every facility for*  
*convenient selection*  
*of modes for all*  
*requirements.*

**I. MAGNIN & CO.**  
**SAN FRANCISCO**  
*Shops at*

**LOS ANGELES**  
*The Ambassador*

**PASADENA**  
*Hotel Maryland*

**SANTA BARBARA**  
*The Arlington*

**CORONADO**  
*Hotel del Coronado*

**DEL MONTE**  
*Hotel del Monte*

**I. MAGNIN & CO.**  
**SERVICE BUREAU**  
*The San Francisco shop will give*  
*personal assistance in shopping*  
*to patrons in and out of town.*



## EAST OR WEST

Ambassador comfort and service  
await you.

IN CALIFORNIA

## THE AMBASSADOR

American and European Plans Los Angeles

## THE ALEXANDRIA

European Plan Only Los Angeles

AND IN THE EAST

## THE AMBASSADOR

European Plan Only Atlantic City

## THE AMBASSADOR

European Plan only New York City

RATES are MODERATE

The Ambassador Hotels System



## EDITORIAL

NOVEMBER, 1921

(ISSUED OCTOBER 1921)

"Japan"—An Illustrated Magazine  
of Oriental Travel and Trade  
Development Published on the  
first of each month by  
TOYO KISEN KAISHA.

Business and Editorial Office:  
Suite 306, 625 Market Street,  
San Francisco.

JAMES KING STEELE, Editor

**A**N industrial exposition will be held in Tokyo, from March to July of next year. While it is not the intention of the promoters of this enterprise to attempt to make it of general international scope, yet it is planned to offer opportunity to a limited number of foreign firms to exhibit their products, in the hope that from such exhibition the leading Japanese firms may be drawn into closer contact with the producers in other lands. As a display of the manufactures and industries of Japan and its colonies, the show will be one of the first magnitude and well worth the visiting by both business men and those traveling primarily for pleasure. The season selected for the exposition covers the most delightful months of the year in Japan and as an added attraction to the many interesting things that are to be seen and done there, will undoubtedly lure many across the Pacific. Such enterprises deserve success not only because of their intrinsic interest but because they serve to draw to the western shores of our great ocean, many who might not otherwise be influenced. And every visitor between America and Japan is another factor in the promoting of better relations through greater understanding.

There is an old saying that "increased facilities mean increased business," which has been given another demonstration of its truth in the case of the S. S. Taiyo Maru. While the facilities offered by the other units of the Toyo Kisen Kaisha fleet seemed to be sufficient for the traffic across the Pacific, the addition of this magnificent vessel brought a decided increase in business, showing that, in itself, it was the drawing card. The S. S. Taiyo Maru sailed recently from San Francisco on its second voyage from this port and during its stay was the center of intense interest to thousands of people who made the trip to the docks for the purpose of inspecting this, the largest in passenger accommodations of any vessel entering San Francisco.

When Madame Ernestine Schumann Heineck, possessed of one of the loveliest voices in the world, returned recently from a concert tour of Japan and the Orient, she gave to her fellow passengers the pleasures of her wonderful gift by singing to them nearly every day. She did this "because she was glad to be alive and to have passed through the troubles and sadnesses that came with the war." It is this very broad and sincere sympathy that makes the great diva the best beloved of all the singers.

## Chicago's Wonderful New Hotel



THE DRAKE is worthy of the great American city in which it is located. Far-famed for its beauty of location overlooking Lake Michigan. Guests are only five minutes from the shopping, theatre, and business centers, yet enjoy refreshing lake breezes and restful quiet.

Rooms for two as low as \$11 per day, each person.  
Single rooms \$10 for day and upward. All rooms with bath.  
WRITE FOR ILLUSTRATED BOOKLET.

## The DRAKE

LAKE SHORE DRIVE AND UPPER MICHIGAN AVE.  
CHICAGO

Under direction of The Drake Hotel Co.  
Owned by THE BLACKSTONE



Guests of THE DRAKE have opportunity to enjoy the beautiful panoramic view of the city from the terrace high up in the hotel. Ride in motor-cars, bathing, fishing, tennis, bridge paths, etc., as well.



Work on the new gigantic office building to be known as the Mitsubishi office building is progressing in Tokyo, where it is reported the first steel was set several weeks ago. This is situated on the wide area in front of the Tokyo Central station and has a frontage of 350 feet facing the station. This will be the largest building in Asia when it is completed, and in the amount of floor space covered by its ten stories will exceed many of the structures famous in America. Close to this building is the one of the Tokyo Insurance Company, where the head offices of Toyo Kisen Kaisha are located, with the new N. Y. K. building, now under construction for the Mitsubishi people, beside it. The Imperial Palace is but a short distance away. The erection of these magnificent and modern structures means much for the locality about the Central Station and will solve the difficult problem of housing the growing business concerns of the capital.

#### Japan's Asiatic Policy.

"Colonel Theodore Roosevelt once pointed out to me," says a writer for the *East and West News*, "with his accustomed emphasis and gesture: 'The United States' proper sphere is in this hemisphere; Japan's proper sphere is in Asia.'" With this text, the great statesman was propounding an idea of deep political significance. What is suggested by the epigram is, of course, not that either of the two nations should resume its traditional policy of isolation or confine its activities within the specified zones, but rather it is to the effect that each should know its bounds and play the part which destiny and geography have assigned to it.

In further elucidating the same idea, in his book Roosevelt says:

"Japan's whole sea front, and her entire home maritime interest, bear on the Pacific; and of the other great nations of the earth the United States has the greatest proportion of her sea front on, and the greatest proportion of her interest in, the Pacific. But there is not the slightest real or necessary conflict of interests between Japan and the United States in the Pacific. When compared with each other, the interest of Japan is overwhelmingly Asiatic, that of the United States overwhelmingly American. Relatively to each other, one is dominant in Asia, the other in North America. Neither has any desire, nor any excuse for desiring, to acquire territory on the other's continent."

President Roosevelt had a unique opportunity of making himself thoroughly conversant with the situation in the Far East, without even setting foot on the soil. The Portsmouth Treaty of 1905, the "Gentlemen's Agreement" of 1907, and the American recognition of the amalgamation of Korea into the Japanese Empire in 1910, are the outstanding acts of the Roosevelt administration, wherein the foregoing idea has been translated into deeds. These acts have proceeded from the thorough appreciation of the history and development of modern Japan. No wonder, then, that the Japanese people reciprocate this generous appreciation by paying the highest respect to, and entertaining a genuine admiration for, the late American statesman.

Recently, Japan has been made the target of attack from many quarters with reference to her Asiatic policy. The Shantung settlement, the Korean administration, and Japan's activities in East Siberia have been severely assailed by her critics. Patriotism imposes upon a citizen no obligation to condone any mistakes and wrongs which his country has committed. We deplore the great diplomatic blunder Japan made in 1915 in her dealings with China, which, although perfectly justifiable in the main proposals presented, had the appearance of browbeating her to submission by the brandishing of the sword. We

(Continued on page 53)



## HOTEL STEWART

CHARLES A. AND MARGARET STEWART, PROPRIETORS

On Geary Street, Just Off Union Square

### San Francisco

#### Moderate Rates

Breakfast 50c, 60c, 75c. Lunch 50c (Sundays 75c)  
Dinner \$1.25 (Sundays \$1.50)

New steel, concrete and brick structure. 400 Rooms, 300 Connecting Bath Rooms. A high class hotel at very moderate rates. Homelike comfort rather than unnecessarily expensive luxury. The Stewart is known favorably in the Orient, the Antipodes, the Hawaiian Islands and to the Tourist. In the center of the theatre and retail district. On car lines transferring to all parts of the city. Motor bus meets all trains and steamers.

## TROY LAUNDRY MACHINERY CO.

LTD.

BUILDERS OF  
SPECIALLY DESIGNED  
LAUNDRY  
EQUIPMENT  
FOR HOTEL USE

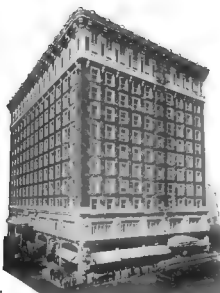
### PURVEYORS TO LEADING HOTELS IN AMERICA

including Palace Hotel, San Francisco, Blackstone and Drake Hotels, Chicago, Biltmore and Commodore, New York.

#### Installations made in Hotels of Every Size

Write today for expert advice on your laundry problems. Our experts are at your service without charge.

OFFICES IN  
New York Chicago Seattle Los Angeles  
SALES DEPARTMENT  
SAN FRANCISCO OFFICE  
954-56 Mission St.



## Hotel Rosslyn

LARGEST HOTEL IN  
Los Angeles

Erected at a cost of  
over two million  
dollars in the heart  
of the city's busi-  
ness and theatre  
district : : : : :

Rich corner suites of par-  
lor, bedroom and bath, ele-  
gantly furnished.

Magnificent lobby.

Popular prices: European  
plan—\$1.50, \$2.00, \$2.50,  
\$3.00 and \$5.00 per day and  
upward.

Automobile bus meets  
all trains.

Under personal management  
of the owners  
HART BROS.

### SHALL AMERICA HAVE WAR WITH JAPAN?

(Continued from page 39)

What is Japan's situation today? Japan is divided at home politically as she never was before. The old docility of the masses to Samurai rule is passing. The naval clans are at odds with the army clans. The two, in common cause, are resisting the growing element of independent and educated thought. Though the exponents of militarism can point to the possession of Formosa, Korea, Manchuria, the Kamchatkan fisheries, and Eastern Siberia, some Japanese are asking: What has this profited us?

#### Japanese Emigration

Japan must have trade to give work to the bees in her crowded hive. She now has nearly sixty million population, increasing at the rate of seven hundred thousand a year. Her resources are meager; much of her raw material for manufacture must come from abroad.

Gone are the lush days of the war, when her cotton goods were selling in London and Paris. The British mills, as well as our own and the French, are back on the job and hungry for customers, though not as hungry as the Germans. Only cheaper wages, cheaper even than German, can enable Japanese finished products to compete with those of other countries.

If they cannot be fed at home, where are the excess Japanese going? The mention of even breaking a chink in the wall of exclusion Australia and New Zealand have raised to protect their rich undeveloped fields brings a glitter into the eyes of the Australasian, whose flag is that of Britain, the ally of Japan. Canada also is closed. There is no room in China.

As farmer, merchant, or laborer, the Japanese cannot compete with the intensively industrious and cheaper-living Chinese; and thus the Japanese exclude the Chinese from Japan for the same reason that we exclude the Japanese from the United States. Though there is room in the Japanese colonies of Formosa and Korea, the Japanese fail to emigrate to either in numbers, despite all the government aid to that end.

The Japanese is not naturally given to emigration except under chosen conditions. These he finds in Australia, Canada, and the United States, where in his industry and thrift he struggles in the lap of a more prodigal civilization, and there builds his villages and sets up his temples, etc.

The statesmen of this brave, audacious, calculating, lonely little island

kingdom, dependent upon the sea, conscious of being an outsider in Europe, America, and Asia, watching for combinations against her as they care for her growing population, must make every point count. Since the Great War the study boys swarm more numerously than ever over the world.

We may take it for granted that they know far more about what we are doing and thinking, our ways of thought, the sentiments and excitations to which we will respond, than we know about them. Thousands of them speak and read our language: how many Americans speak and read Japanese? With the possible exception of Great Britain, Japan has the most extensive service of information and propaganda of any nation in the world. The wealth won in the Great War has permitted prodigal expenditures on that score. It is well known that good pay awaits Americans or other foreigners who take up this service, while our State Department does not employ a single professional propagandist to create favorable opinion in Japan or elsewhere in the world.

Into the Tokyo Foreign Office flow all the gleanings of the inquiring study boys abroad, for the "inside study men" to collate and manipulate as cards in that game which little Japan must play so "close" under the instinctive mask of that centuries-old smile. When the insiders talk with America, there is ever in the pack the card of the Philippines, next door to Japan. What is America in Manila for if not for aggressive purposes? Should we expect the Japanese to understand our object? The Japanese, whose own traditions are of force, whose traditions of foreign association began with Perry's cannon, and who have made their way to the position of a world power by armed solidarity? \* \* \* \* \*

I have never talked with an intelligent Japanese who favored mixing the two races. A Japanese father of any wealth or station objects to his son or daughter marrying a foreigner of equal station and wealth; and if he has either station or wealth, he looks down upon the emigrants to California from his land of caste as a low order beneath his social recognition.

#### Race Mixture Not Desired

As we are absorbing thirty or forty nationalities and races, all more or less of our own basic civilization, into our merry old melting pot—and there must be intermarriage if there is to



be absorption—it is time that we draw the line somewhere. Alone among the great powers America receives immigration in great numbers. This supplies us with a special problem requiring a special policy. We have the same right to it as the Japanese have to keep out Chinese—the protection of our country and its civilization.

That is not saying that the Japanese are an inferior race. They may be superior. My pride is not hurt if the Japanese think I belong to an inferior race; his should not be if he suffers from the self-consciousness that he thinks I think so, when I am not thinking about it at all. But surely we are of different races; and let us be polite to each other and admit the fact.

#### Foolishness of War Talk

There is just one way in which the Japanese can force us to receive their immigrants, and that is to send an army with them sufficient to occupy and hold all the portions of the United States where they are to settle. This means war; the interruption of all trade connection between the two countries; the loss of Japan's best market for her raw silk and tea and of the main source of her raw materials for manufactures.

Our fleet would have only to wait off San Francisco or Hawaii for the Japanese fleet, which is smaller than ours, to appear on the horizon; and the Japanese fleet would have to sweep ours from the seas before the road would be open for the transport of the Japanese invading army.

Discussing the possibility of war, Mr. Palmer says: "No more fruitless or foolish war than one between America and Japan could be conceived. There is no battle ground and nothing worth while to fight about unless the broad old Pacific dries up or a new continent arises out of its depths." It is time, he continues, that all the false alarmists cease screaming, the uninformed idealists cease singing soprano, the diplomatists cease intriguing, the paid propagandists cease cooing, prevailing, and bleating, and the militarists cease their war trumpeting; time that we begin to think in a common-sense way on this subject, or this combination of meddlers, who are not given to fighting too hard when war comes, will talk you and me and the rest of the plain people into a useless and costly conflict when we are too busy getting in the crops, or planning how we are to pay the rent, to give such pests their proper due.

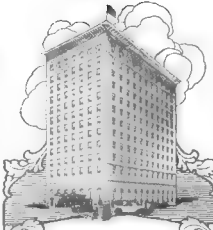
Let us suppose that we had no navy; that not even stabbing submarines, sniping destroyers, and bombing seaplanes from Hawaiian and Pacific Coast bases would interfere with the progress of Japanese transports. Japan's merchant tonnage is about one-fourth of ours and one-sixth of Great Britain's. Employing all the ships they had, in the Great War, the British were never able to transport and supply over a million and a quarter of men in France, across the narrow English Channel, and five or six hundred thousand men in other parts of the world.

If Japan diverted from the peaceful business of feeding her people at home every ship she had to troop and supply, she could not transport and supply across the Pacific a fighting force of half the size of the army that we sent to France. We have four million men in the United States only lately out of the trenches and training camps, and rifles and artillery to equip them. For every man and gun which Japan could bring by sea to California in a given time, we could transport ten by our transcontinental railroads.

Japan's slender resources would extend across five thousand miles of water against our mighty resources at home. Granting that the Japanese are as brave as any soldiers the world has ever known, our army by sheer weight of numbers and munitions would drive the Japanese army into the sea.

Then what would be the position of Japan, already an outsider in the world? A good deal worse than Germany's in her present exhaustion and loss of prestige. But we have a navy. While it exists, the Japanese army staff would never think of embarking an army. If there is a dream strategist on the Japanese staff who ever entertained the thought of the invasion of California, except as a political threat, he must have dismissed it after our exhibition of speed in arming and training our men and building ships in 1917 and 1918, which had such a pronounced effect upon Japanese observers.

It is certain that the Japanese cannot cross the Pacific to fight us. So we cannot have that kind of war. The only way, then, of making sure of having war is for us to cross the Pacific to fight the Japanese. Should we? Suppose the Japanese took the Philippines, which are on their side, and they waited for injured national pride to respond by coming to them. Then we should have the five thousand miles against us.



**CLIFT HOTEL**

"Where Service Predominates"

Headquarters for travelers from the Orient and all parts of the world

**300 ALL OUTSIDE ROOMS**  
each with private bath

**POSITIVELY FIREPROOF**  
Homelike With A Personality  
Distinctively Its Own

**EUROPEAN PLAN**  
Writes at our expense your request for room reservations

FREDERICK C. CLIFT  
PRESIDENT AND MANAGING DIRECTOR  
Geary at Taylor Streets

**SAN FRANCISCO**

**HOTEL PLAZA**  
SAN FRANCISCO



**At Union Square**

The Plaza gives the best values in the three important things in hotel accommodations—

**LOCATION  
SERVICE  
RATES**

European, from \$2.00

**CARL SWORD, Manager**



## HOTEL "OAKLAND"

500 Rooms—All Outside

Uncollected Cuisine. Superior Service and Efficiency.

Located in Heart of City within the Center of all Business and Social Life, Overlooking Inland Salt-Water Lake.

Rates, \$2.00 per Day and upwards.

Write for Booklet.

W. C. JURGENS, Manager



## More than Acceptable Everywhere

Better than good American gold the world over

Proof against Loss or Theft

## American Express Travelers Cheques

DOLLARS—STERLING—FRANCE

The Insured Money of All Nations

For sale at Express Offices or Banks

For all journeys secure your steamship tickets, hotel reservations and itineraries; or plan your cruise or tour through the American Express Travel Department.

American Express Company  
65 Broadway, New York

International Banking Shipping  
Travel and Foreign Trade

To reduce Japan to submission we should have to sweep her navy from the seas and seal up her ports by blockade. Every mile weakening our striking power, we should have to send across the Pacific all our fighting ships, large and small, and ships to supply them, and accessories for docking and repair. In Asiatic waters they would have to go through narrow passages strewn with mines, adjacent to indented coasts that are perfect hiding places for submarines.

For Japan would be a hornets' nest of desperation, fighting against starvation and crying forth her appeal to other yellow peoples that her doom would be their doom. China might become chaotic; India might rise. European nations might be drawn in. There is no telling what havoc this war might bring in its train.

At home we should be feverishly building more and more ships to enforce our blockade; we should know heartless and merciless days; we should feel the lash of the loan driver's whip again, while we paid our accrued capital to Europe for supplies. We might reduce Japan to starvation and surrender by a proud and splendid display of national energy and determination, which would be of the same kind as if we set out to build an island and mountain in the deepest part of the Atlantic by the transport of the Blue Ridge range.

But what good would it do us? We should have impoverished our Japanese market. Our South would have lost one of its leading markets for cotton. Should we have made anybody in the world, including ourselves, better off?

If we were fighting for China's trade, it would be at the cost in the first week of the war of more than our exports to China are annually worth, which, despite China's four hundred million people, is only one-third of that of Japan's sixty million.

We are always talking about that huge potential trade with China whose prospects we must conserve. If we could sell each Chinese one suspender button a year, it would make an enormous button business, but the Chinese do not wear suspenders. War will not induce the habit either, but rather incline the Chinese to stick to their old clothes for economy's sake.

## Suggests a Remedy and Prays for Peace

The first thing for us to do is to convince the Japanese that the Californian policy is the American policy. If this requires the abrogation of a

treaty, then the pen, ink, and paper necessary are cheaper than the loss of life through abrogation by war. It will stop the reaction of an element of Americans to Tokyo Foreign Office propaganda which may lead the Samurai militarists of Japan to think that our divided counsels justify war as a desperate gamble which will stifle progressive tendencies at home.

At the same time that all Americans unite in support of the California attitude, we should rid ourselves of the idea that we should like to fight the Japanese just because they are of a different race, whom we see as secretive, cunningly sinister, and generally incomprehensible, though efficient. In some respects they are most inefficient, subject to all kinds of false traditions and everyday human impulses as other peoples are, which prevent them from seeing clearly how best to promote their own interests.

Those study boys, with their heads together in a buzzing conversation, are not always plotting to blow up Hawaii, swallow Yap, or devastate California. Frequently they are merely wondering at the height of our buildings, and how we are so rich, powerful, and peculiar, even as we sometimes wonder at ourselves. Japa-

(Continued on page 60)



The authorized factory representative for Cadillac offers exceptional buys on renewed



## MOTOR CARS

1916, 1917, 1918, 1919, 1920 Models

Cars rebuilt, new tops, repainted, new tires. Appearance and performance of new cars.

## Open and Closed Types

Other than a new Cadillac there is no higher grade motor car in the world.

Special equipment if desired  
Prices \$1300 to \$4500



Fiftieth Year

1800 Van Ness Avenue San Francisco, Cal.

References:

Any Bank or Commercial Agency in the United States.

Cable Address: Donlee





*View of Repulse Bay Hotel, the finest resort in the Far East, recently opened on Repulse Bay on the opposite side of the Island from the city. It combines every advantage of a modern resort and country club, golf, swimming, sailing, etc.*

HONGKONG HOTEL COMPANY, LIMITED  
OPERATING THE LEADING HOTELS OF HONGKONG

## Hongkong Hotel :: Hotel Mansions Repulse Bay Hotel

JAMES H. TAGGART, Managing Director

AMERICAN OR  
EUROPEAN PLAN

Hongkong is one of the most picturesque and beautiful places in the world. Situated on the Island, the City of Victoria faces the harbor and ascends the heights, its residence section occupying the terraces on the hill sides. The business portion is on the level land along the water side, while behind towers the Peak, rising nearly two thousand feet above the sea.

The City has many handsome and substantial business structures, excellent hotels, world-famous clubs and numerous attractions for the visitor. It is the oldest, richest and most important British Crown Colony in the Far East.



SPLENDID  
GRILL ROOMS

Hongkong Hotel occupies a commanding location in the center of the business section. It has been established for more than fifty years and is the center of the hotel life and social activities of the Colony. As shown in the engraving on the left it is built to suit the climate, each floor having wide airy balconies, the full length, assuring greatest comfort. It is operated on both table d'hôte and a la carte plan and is noted for the excellence of its grill room.

Hotel Mansions, another of the company's hotels under the same management is situated just across the street from Hongkong Hotel.



# Bowman Hotels New York

From left to right: Murray Hill Hotel  
(proposed), James Woods, v. p.; The  
Belmont, James Woods, v. p.; The  
Biltmore; Grand Central Terminal;  
Hotel Commodore, George W.  
Sweeney, v. p.

*John M. E. Bowman, President*

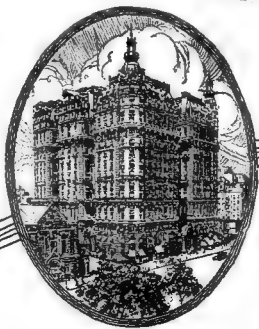




A personal hospitality and individual attention are assured by the combined efforts of a group of the best hotel managers in the world.

The traveler arriving at Grand Central Terminal can go directly to any one of the Bowman Hotels at Pershing Square without taxicab or baggage transfer.

*Pershing Square, New York*  
*The World Centre of Great Hotels*



THE  
ANSONIA  
Broadway  
at 73rd St.  
Edw. M.  
Tierney, V. P.  
in the River-  
side Residential  
Section



*When in Yokohama  
be sure to visit*

## TEMPLE COURTS

Japan's Most Refined Social  
Rendezvous, and to see the  
celebrated Horne Collection.

The most luxurious quarters in the  
Orient are available to a limited  
number of tourist guests.

Make Temple Courts your Home  
in Japan.

Reservations for Chambers can be  
made at Toyo Kisen Kaisha Office.

## UNION OIL CO. OF CALIFORNIA

PRODUCER, REFINERS  
& EXPORTERS

## PETROLEUM AND ITS PRODUCTS

GASOLINE

KEROSENE

MOTOR OIL

ENGINE OILS

FUEL OIL

STEAM CYLINDER OILS

MISCELLANEOUS OILS

ASPHALT

CABLE ADDRESS EXPORT  
PETROLEUM DEPARTMENT

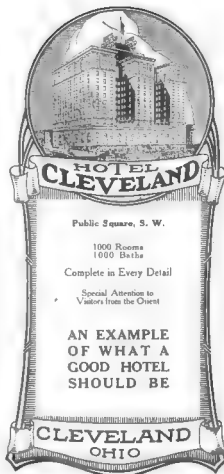
SAN FRANCISCO, CALIFORNIA

## With the New Books

*The New Japanese Peril.* Sidney Os-  
borne. New York: 1921. The  
Macmillan Co. Price \$2.00.

In three years space the author of  
*The New Japanese Peril* has put  
forth three books of much the same  
tenor. Either the earlier two have  
been unusually well received, the  
author has behind him some invisible  
backing, or he is impelled by par-  
ticularly strong convictions. Of his  
attitude, he himself says: that he  
"has endeavored to retain as objec-  
tive a point of view as is consistent  
with his natural feelings as a mem-  
ber of the Western family of nations  
against whom the new Japanese  
peril may come to be directed." A  
markedly objective point of view is  
not to be expected in the face of  
such a statement; nor is it found.  
The author seems to be a 100 per  
cent American; he appears to have  
no pro-British inclinations, in fact  
he appears to make a constant attack  
upon Britain. Still his book will  
help British policy, it falls in with  
British argument, and is published  
by a house which, even in its Ameri-  
can branch, never prints aught that  
is counter to British interests.

The book is well written, it is in-  
teresting, and it discusses real prob-  
lems. One often wishes that the  
author really quoted directly from  
original documents: we would feel  
safer in his company. There is cause  
enough to be suspicious of all poli-  
tics—including Japanese and Eng-  
lish; it is hardly fair to always at-  
tribute bad motives to those two na-  
tions and assume the best and purest  
for ourselves. The author places the  
darkest construction upon the past  
and present policies of Japan. That  
nation is astute and treacherous;  
her schemes are far-reaching and all-  
embracing. To check and thwart  
her Osborne would have an alliance  
of the United States, Britain, Ger-  
many and Russia. Following Put-  
nam Weale's idea that we sow dis-  
sentiment between "colored peoples"  
and play off their nations one against  
another, he would have these four  
"white" nations back China to the  
utmost. He would have them return  
what they have robbed from her,  
abolish consular courts, leave her  
freedom in her fiscal affairs, lend  
her what she needs, direct and guide  
her on her course. It is a lovely, an  
ideal program. He does not invite  
Japan to be a partner in the move-  
ment; in fact, he would skillfully so  
frame it as to discourage her parti-



## INTERNATIONAL SILVER COMPANY

### COMPLETE SILVERWARE EQUIPMENT

for

HOTELS, RESTAURANTS,  
STEAMSHIPS, RAILROADS,  
CAFETERIAS, HOSPITALS,  
CLUBS, FAMILY USE.

Leading Hotels, Railroads, Steamships  
and Clubs are equipped with our wares.

Illustrations with quotations  
upon request.

### International Silver Company

GENERAL OFFICES:  
MIDLAND, CONN.

PACIFIC COAST DIVISION  
150 Post Street  
San Francisco, Cal.  
Phone Sutter 2085



cipation. Would that all foreign nations would get out of China! It is our great desire. So far as Shantung is concerned—if Mr. Osborne knows the Japanese as well as he thinks he does, he knows that the Shantung affair would be promptly, satisfactorily, and magnanimously settled, if the European nations should abolish their spheres of influence and their special privileges in China. If England would relinquish all advantage in the Yangtze Valley, Japan would more than willingly relinquish hers in Shantung. Mr. Osborne devotes four chapters to the Anglo-Japanese alliance which he seems to consider a masterpiece of deviltry.

When we "opened Japan to the world," we thought we were doing a great and fine thing; today persons with Osborne's white man's viewpoint tremble at the "world peril" that we unloosed. Now he would have a concert of nations do for China what we did for Japan. When his China has been trained to Western guns and Western selfishness, Osborne's successors will be hysterically losing sleep over "the new Chinese peril," which they will then discredibly. The slogan *Asia for the Asiatics* is a just one. There is no reason why a full half of the

world should be subjected to the domination and selfish exploitation of the European-North American minority. The world is safer with an Asia under Japanese leadership (which means an Asia under eventual Chinese leadership) than without. A successful and prosperous Asia will be a serious competitor in the industrial and commercial world. But an Asia held in subjection for exploitation for the benefit of foreign interests is a far more serious threat to European-American institutions and standards, than one pursuing her own destiny.

\* \* \*

*What Shall I Think of Japan.* Geo. Gleason. New York: 1921. The Macmillan Co. Price, \$2.25.

Mr. Gleason has been a Y. M. C. A. secretary in Japan for seventeen years. During much of that time he has lived at Osaka, second city of the Empire and its great industrial center. He knows the Japanese as few foreigners do and is jealous for their reputation. His position is expressed in his own preliminary statement: "The people of Japan are too often disliked, or as they say 'misunderstood.' Neither they nor their neighbors fully comprehend the rea-

son. Dare we Americans delay a sympathetic attempt to interpret her struggles and help Japan to find her place among the family of nations?" The spirit of the book is admirable. We feel, however, that the author somewhat overdoes the apologetic. He admits that Japan has made blunders; he does not altogether like present tendencies. Like Dr. Reinsch, late minister to China, he is anxious that Japan shall give an example of national magnanimity that no Western (Christian) nation has ever given; that no Western nation is likely to give in the future. With due respect to Mr. Gleason and Dr. Reinsch, we hold that if Japan were guilty of the magnanimity planned for her, far from gaining the plaudits of the West, she would be more hated, more distrusted, despised for her weakness. Japan will promptly match any demonstration of magnanimity that the West makes. Until Western nations make such a demonstration she is wise to sit tight. The trouble with Mr. Gleason and other mission workers in foreign lands is that they know nothing of the situation and trend in the United States of today. They are living in the past American

(Continued on page 55)

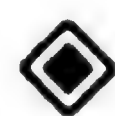
# W. & J. SLOANE

Established 1843

## America's Largest Dealers in HOME FURNISHINGS

UNSURPASSED STOCKS OF

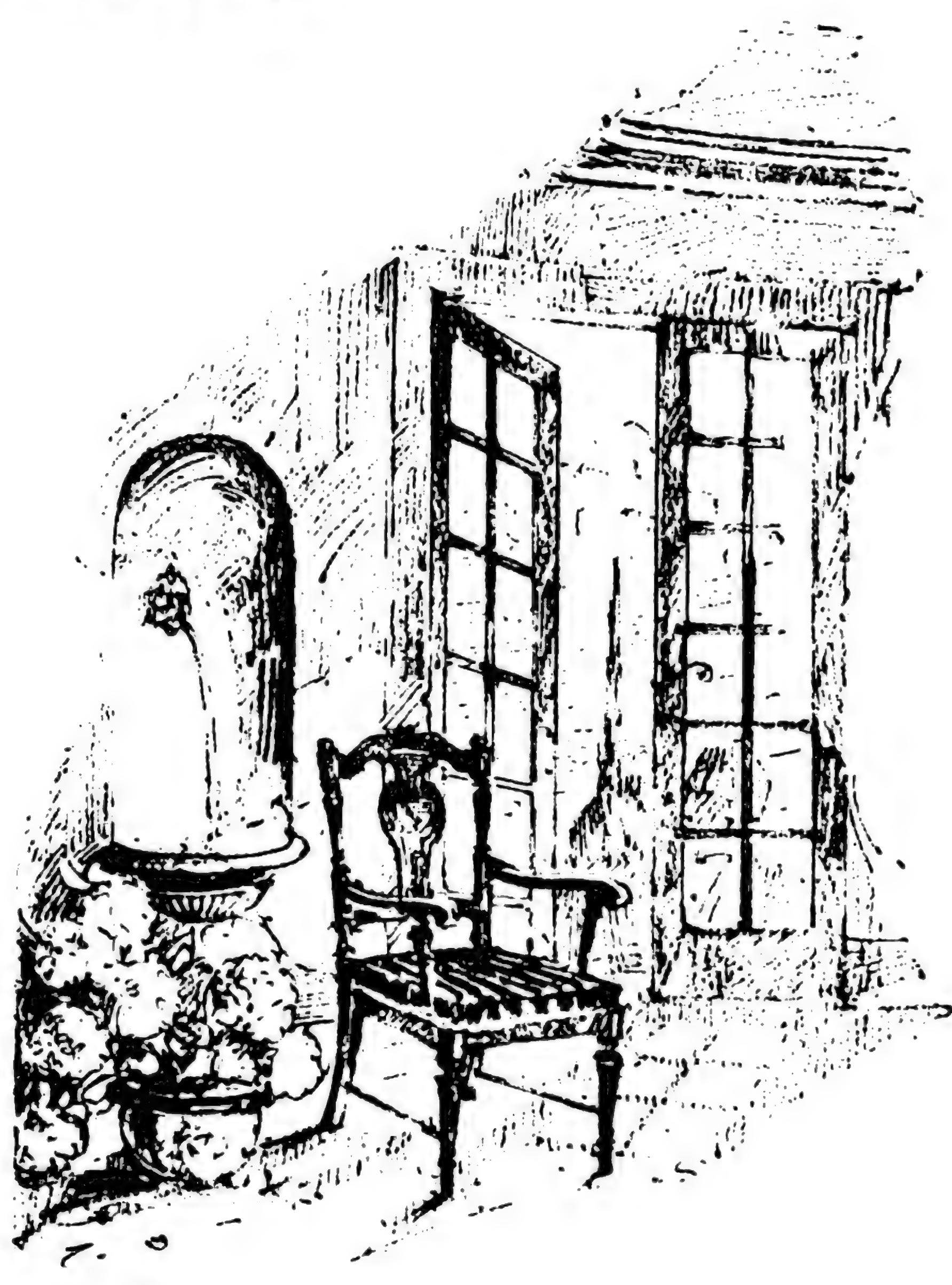
WILTON RUGS - AXMINSTER RUGS  
PERSIAN AND TURKISH RUGS  
FURNITURE OF MODERN & PERIOD  
DESIGN - DRAPERIES - WALL PAPERS  
LINOLEUMS - WINDOW SHADES



*The Lowest Prices consistent with High Quality.*



216-228 SUTTER ST.  
SAN FRANCISCO





## NEW YORK



*The*  
**WALDORF-  
ASTORIA**

**Roy Carruthers**  
*Managing Director*

**W**HEN travelers of distinction are about to visit New York, the Waldorf-Astoria is designated as their stopping place. This has maintained for many years, because, in the city of great hotels, there is no other which combines in such an admirable manner, the comfort that is essential and the luxury that is desirable.

*Associate Hotels under the Direction of L. M. Boomer*



**CLARIDGE**

One finds in the corridors and dining rooms of the Claridge, the leading men of theatrical, social and business life.



**MARTINIQUE**

At the Martinique a guest is made to feel that his comforts and wishes precede all else.



**McALPIN**

Hotel McAlpin abounds in unusual things. It also excels in comfort and luxury throughout its entire establishment.



**WOODSTOCK**

Hotel Woodstock combines all the charms of the world's most famous hotels with the comforts and refinements of home.



**BELLEVUE  
STRATFORD**

When the discriminating traveler thinks "Philadelphia" instinctively comes the mental echo "Bellevue-Stratford."



**WITH THE NEW BOOKS**  
(Continued from page 53)

ideals. They over-estimate our honesty, our purity of motive, our sincerity in reforms.

Mr. Gleason's book discusses the various points at issue—the Siberian Expedition, Foreign Diplomacy up to 1914 (which he in general approves), Japan in Manchuria, Japan in Korea, Japan and China, Japan and America. His presentation aims at fairness. The value of the book is largely enhanced by printing a number of documents as appendices to the various chapters; these are all important and some of them are not easily accessible to the ordinary reader. In a final chapter Mr. Gleason asks whether Japanese can be Christians, answering the question triumphantly by examples. This chapter lends itself to various comment. A Baptist preacher, Japanese, once argued to me that the solution of the difficulties between our two nations would be found in Japan's becoming Christian. His claim kindled thought, that has led me to a different conclusion. We will hate them worse as Christians, so long as the color of their skin remains different. How much does the deep piety and genuine Christianity avail the

American negro? Again Mr. Gleason hopes for Japanese leadership of an awakened and self-respecting Asia. It will never come through Christianization—in which the value of the individual soul is emphasized as the central idea. If Japan becomes individualized, not only does her leadership vanish, but her national existence is threatened. The long-lived nations are those that have what Miss Simcox calls a "domestic" as distinguished from a "political" civilization. The one is based on altruism and group interests, the other on selfishness and individualism.

Frederick Starr.

**EDITORIAL**  
(Continued from page 45)

deplore the atrocities perpetrated in the attempt to crush the Korean uprisings. Whatever may be the advisability of adopting the most drastic measures to nip in the bud the Korean revolt, which, if leniently dealt with, might result in far greater sufferings of the people, it can never be proffered as a plea for the commitment of inhuman deeds. Fortunately, a change of heart has come to the Mikado's Government, which, by uprooting the militaristic regime, is now resolutely introducing liberal meas-

ures and reforms in Korea.

Many as are the pitfalls into which Japan has fallen in pursuance of her Asiatic policy, it may confidently be asserted that the road she has trodden has, on the whole, been straight. She can face with a clean conscience the verdict of history. When Far Eastern history from the China-Japan war to the conclusion of the Ver-

**YOSEMITE  
NATIONAL PARK**

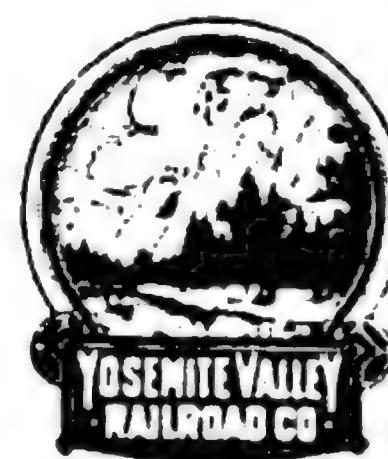
**A WORLD WONDER**  
No visitor to California should miss

**OPEN ALL YEAR**

Always fascinating—Never the same.

Easily reached from  
San Francisco or Los Angeles.

Southern Pacific and Santa Fe  
trains connecting with



Yosemite Valley Railroad  
at Merced, California.

For folders and rates address  
this Company at Merced, Cal. or

San Francisco, Cal.  
Monadnock Bldg.  
Phone Sutter 2188

Los Angeles, Cal.  
Pacific Electric Bldg.  
Phone 67277



**WORLDWIDE  
BANKING  
SERVICE**

**—bank by mail  
with California's  
largest bank!**

**—our International Business  
Department**

The Bank of Italy offers to the merchants and manufacturers of the Pacific Coast, and to all others who are interested in world-trade expansion, the thoroughly organized facilities of an International Business Department.

We furnish authentic information concerning market conditions, credit standing, transportation costs and routing, customs requirements, duties, etc.

Our Foreign Exchange Department is equipped to finance exports to, and imports from, any part of the globe.

These departments are supervised by experts of long experience and proven ability.





**The Golden Pheasant**  
32 GEARY STREET SAN FRANCISCO  
THE RESTAURANT REFINED  
Achievements in the Art of Game and Candy Making



**Scenic Flights**  
OVER SAN FRANCISCO  
**\$10.00** and Upward  
**SPECIAL TOURS**

Del Monte, Price \$ 34 -	Time 1 hour, 15 minutes
Lake Tahoe, " 80 -	Time 2 hours, 30 minutes
Napa Valley, " 34 -	Time 1 hour, 15 minutes
Los Angeles, " 150 -	Time 4 hours
Yosemite, " 60 -	Time 2 hours, 30 minutes
Reims, " 80 -	Time 3 hours, 30 minutes

**Rush Service for Professional and Business Men**  
**WALTER T. VARNEY**  
839 Post Street Phone Prospect 7382

At Home—  
At the Club—  
Cafe or Hotel—

**CASWELL'S**  
**COFFEE**  
*always satisfactory*

**Geo. W. Caswell Company**

Phone Sutter 6654

442-452 Second St., San Francisco, Cal.

Sold With a Guarantee

"Tourists are cordially invited to attend our daily flower show"

**Podesta & Baldocchi**  
**FLORISTS**

Mail or Telegraphic Orders Most  
Carefully Executed

224-226 Grant Ave. San Francisco

sailles Treaty is carefully examined and rightly understood, it will be conceded that the course which Japan has adopted, so far as its general principles are concerned, is the one which any nation of self-respect and right motive would pursue. Fundamentally, Japan's Asiatic policy is the policy of self-preservation, the policy of defense and never of aggression. Only the "inexorable march of events" has brought Japan into Korea, Manchuria and East Siberia. None of the statesmen who took part in the Meiji Restoration could ever have dreamed that their country would in the course of time be driven through sheer force of circumstances to plant its flag on the Asiatic mainland. It was purely in self-defense that Japan took up arms against China and Russia. Once enmeshed in continental politics, however, it became imperative for her to take such measures as would ensure and consolidate the position and gains that were secured through enormous sacrifice of blood and treasure. Here, in short, is the genesis of Japan's present status in Korea and Manchuria.

Precisely as this position, together with that in Shantung, was the result of the sword in response to the

challenge made by others. Japan's Asiatic policy, although conceived in self-defense, came to assume in the eyes of the outside world a semblance of military aggrandizement. As a consequence, Japan is looked upon as a militaristic nation, bent on conquest. Suspicion and fear are thereby engendered. This is, to say the least, extremely unfortunate. Every effort should be put forth to remove the unpleasant memories of the past and to demonstrate the genuine conviction of Japan that her future lies "not in territorial and military conquest, but on the water in the carrying trade, and on land in her commercial and industrial expansion abroad." Even today outsiders fail to understand the reason which prompts her to arm heavily. It is, in fact, a case of necessity, so long as the Far East remains in the unstable condition in which it is today, and is not free from the menace of the Bolsheviki, who, professing pacifism, are not slow to emulate the military machine of Imperial Russia. Nothing could be more welcome to the Japanese people than to see the curtailment of their naval and military equipment, for the maintenance of which they have to bear the bur-

(Continued on page 58)

**Colonel**  
(STANDARD)  
**"Get Acquainted"**

Trade Mark That Protects You—



THESE GOLF BALLS are manufactured by the St. Mungo Manufacturing Company of America, whose years of experience, modern machinery and the selection of the best of materials, assures the player the utmost service—endurance, rotundity, and resiliency.

Made in accordance with the rules of the U. S. G. A.  
\$1.00 each—\$12.00 per dozen

*The Colonel says:*  
Don't forget that in match play, if you give your opponent, when asked, wrong information as to the number of strokes you have played, you will lose the hole unless you correct your mistake before he has played another stroke.

**St. Mungo Manufacturing Company of America**

121-123 Sylvan Avenue, Newark, New Jersey

New York, 36 Warren Street Chicago, 36 South State Street  
San Francisco, 46 Kearny Street Boston, 143 Federal Street  
Philadelphia, 1101 Market Street





Wells  
Fargo  
Nevada

*To Make a Successful  
Business Sojourn  
In The United States*

*First*—Establish relations with a representative American bank.

*Second*—Meet the right people under favorable auspices.

*Third*—Secure an accurate and up-to-date knowledge of markets and conditions.

If you choose your bank wisely, the second and third of the above tasks will be made easier.

This bank's letter of introduction is never lightly bestowed and never lightly held. It will give you entree to the leaders in each industry.

The completeness of its credit and market data is one of the things in which this bank takes pride.

San Francisco's oldest bank, affording world-wide service.

You are invited to meet and to correspond with its officials.

*Capital, surplus and undivided  
profits over \$11,600,000*

SINCE  
1852

**Wells Fargo Nevada**  
**National Bank**  
of San Francisco



## EDITORIAL

(Continued from page 56)

den of excessive taxes, and to behold the day when they can, without fear of interference by force of arms, win their spurs in the Far East by engaging in peaceful enterprises of farming, trade and industry.

Japan's Asiatic policy, primarily formulated to further her own interests, has also been inspired with the ambition of rendering a good record of stewardship over the people who have come within the orbit of her influence. No one who knows the work undertaken in Korea and South Manchuria will grudge a word of praise for the record. It has brought untold benefits on the inhabitants.

## Japan's Cultured Pearls

Much discussion has been raised among the dealers in precious stones by the appearance in the London market of a culture pearl, which it is claimed cannot be distinguished from the natural pearl. It has been introduced by K. Mikimoto, the Japanese dealer in Hatton Garden, who claims that he is not faking, but scientifically simulating nature in the production of pearls, and the culture pearl is quite as good as the natural pearl.

The cultured pearls are the product of a quarter of a century of experimenting at the Mikimoto culture stations at Ago Bay and Gokasho Bay in Miyeken. Perfection of the idea was first realized in 1919 and patents were obtained, the pearls appearing at Mr. Mikimoto's store on the Ginza shortly afterward. A few of them were sent to his store in London last year, arriving there in October.

## Only a Few on Market

The newness of the industry and the fact that the sale of the pearls is still more or less of an experiment has prevented a large quantity of them being placed on the market. Eventually, however, Mr. Mikimoto expects to be able to enlarge his stations so that exportation of the developed gems may be made to all leading countries of the world.

The difference which is claimed to exist between the Mikimoto cultured pearl and the ordinary cultured pearl, which has been on the market for many years, is that the newer ones are round, shapely as a natural pearl, and of such a brilliant luster that they cannot be picked out when compared with the natural ones. The ordinary cultured pearls are developed by inserting a small substance within the shell of the oyster. The pearl then grows, attached to the shell. When removed, it is flat on one side and contains a quantity of mother of pearl.

The round cultured pearls, as made at Mr. Mikimoto's stations, are developed by inserting the particle within the body of the oyster itself, where a pearl sack forms around it out of the body of the oyster, and it then grows as it would naturally.

## Originator of Idea Is Dead

Mr. Mikimoto is not the sole producer of these pearls in the world, as Mr. S. Nishikawa of Kyushu is also producing a few of them. The honor of the discovery goes to neither of the two, however, but to Mr. L. Nishikawa, an elder brother of the Kyushu dealer, who died about eight years ago. He was an employee of Mr. Mikimoto and also associated with his brother. Consequently he developed his idea in connection with both of them, and when it materialized, after his death, both of them benefited from it.

The above dispatch from London indicates that pearl dealers are becoming excited over the appearance of the round culture pearl in the market because it cannot be told from a natural pearl but sells for about 40 per cent less. Their interest may be taken to mean an anticipation of a drop in the price of real pearls to the level of culture pearls as soon as the market becomes well stocked with Mr. Mikimoto's product.—*Japan Advertiser*.

## Thrilling Experiences

After having run the gauntlet of hostile Soviet forces in Siberia and being held for eighteen months at Blagovestchenk in uncertainty as to whether death or safe conduct to civilization would be the outcome of official decision, Mrs. C. D. Sutton, of London, with her two daughters, Pepita and Pamela Sutton, arrived in San Francisco from the Orient on the Tenyo Maru. For an equal length of time Mrs. Sutton's husband was held as a military prisoner by the Reds, but was finally released and, according to her statement, has become so popular with them that he is operating a gold dredge on the Amur river for the Soviet government.

The Suttons, when they passed through San Francisco several years ago on their way to the Orient, created considerable attention in social and military circles here. Sutton was an officer in the British army and was one of the first of the wounded men to come to California. He had lost his right arm and while here caused an automobile to be especially constructed for a one-armed man. He now has this machine in Siberia where his work well as development of Soviet gold concessions.



Why?

## M. J. B. COFFEE

VACUUM PACKED IN TINS

Remains Fresh Indefinitely—  
SUITABLE FOR SHIPMENT TO  
ANY PART OF THE WORLD.

*First in Quality. Unsurpassed in Flavor. The Most Economical Coffee. More Cups to the Pound. Every Can Guaranteed*

M. J. BRANDENSTEIN &amp; CO.

655 THIRD STREET

SAN FRANCISCO, CALIF.

## Metropolitan Laundry Co.

FOR

STEAMSHIPS, RAILROADS  
HOTELS, RESTAURANTS  
ALSO FAMILY TRADE

Telephone Market 2170

We Have a Parcel Post Service for Out-of-Town  
Customers

SAN FRANCISCO





## Banking Service to Foreign Trade

While certain circumstances, augmented by modern shipping facilities are responsible for our recent rapid development in world commerce, modern banking, which has made international trading as simple as buying and selling at home, must also be given a share of the credit.

For sixty-two years the Ladd & Tilton Bank has been a recognized factor in the development of shipping in the Pacific Northwest, particularly in Portland.

Our Foreign Department is composed of men who have expert knowledge of all transactions incident to international business.

Their knowledge, coupled with the world-wide facilities of this strong bank, forms the basis of a service to importers and exporters that is unusually complete.

When in the need of such service, communicate with us.

**LADD & TILTON BANK**  
**PORTLAND, OREGON, U. S. A.**

CABLE ADDRESS "LADD"



# SHALL AMERICA HAVE WAR WITH JAPAN?

(Continued from page 48)

nese form groups when abroad for the same reason as Frenchmen, Englishmen, or Americans—they speak the same language and have things in common to talk about.

The overwhelming ambition of all Japanese students is a trip to Europe and America. When they return, they like to feel the self-importance of having an official car listening to their observations. So do some of our travelers when they hurry to Washington as soon as they land, to tell Hughes or Hoover all about the mistakes he is making.

As an American, I do not want to interfere with the Japanese earning his daily bread and enjoying life in his shop, mill, or garden, and I do not want him to interfere with my enjoying mine in my own way. Let him keep to his side of the broad Pacific, and I shall keep to mine, while we exchange information, visits, and goods on the best of terms.

As for keeping open that Chinese Door, the big European and the South American nations are equally interested with us in securing equal advantages of trade in China and in her freedom from military aggression until she can defend herself. We shall

not run into debt or lose lives to pull the chestnuts out of the fire for them, but co-operate with them in common world interest.

And Japan, lone Japan, has troubles enough of her own awaiting her future in Asia, without our going to all the expense of war to add others. So let us have peace the next twenty-five years, while we rest up from the late war, and trade, prosperity, and intelligence, which war destroys, will continue to increase in both the Orient and the Occident.

## Corporation Makes Gift to City

The Tokyo Electric Light Company, to commemorate its thirty-fifth anniversary, has decided to contribute 1,000,000 yen to the city of Tokyo to be used to pay for the study of electric enterprises. The company, in offering the gift, pays high tributes to the citizens of Tokyo for their support of the company since it was established in 1886.

Mr. Kambe promised to see that a fund be established for meeting the expenses of such. He said that whether the city will accept or not depends upon the purpose for which the fund is offered by the company. — *Japan Advertiser*.

## Indo-China Steam Navigation Co. Limited

Shanghai, Weihaiwei, Chefoo and  
Tientsin Line—Every Three Days

Shanghai, Swatow, Hong Kong  
and Canton Line—Every Five Days

The Steamers of this Company  
Offer Superior Passenger Ac-  
commodation and are fitted  
throughout with electric light.

Calcutta, Hong Kong, Shanghai  
and Japan Line—Every Ten Days

These Steamers maintain a  
Regular Service between Cal-  
cutta and Kobe, calling at  
Penang, Singapore and Hong  
Kong en route, in addition to  
Mojri when Westward bound.

A Weekly Service is maintained between  
Hong Kong and Manila by the S. S.  
Yuen-sang and Loong-sang, leaving each  
Port on Friday Afternoon.

Jardine Matheson & Co.  
Limited

General Managers at Hong Kong



# THE MITSUI BANK, LTD.

Capital Subscribed . . . . .	Y100,000,000.00
Capital Paid-Up . . . . .	Y 60,000,000.00
Reserve Fund . (Jan., 1921)	Y 27,000,000.00

## HEAD OFFICE

NO. 1 SURUGA-CHO, NIIHONBASHI-KU, TOKYO

## BRANCHES:

OTARU, FUKAGAWA (Tokyo), YOKOHAMA, NAGOYA, KYOTO, OSAKA, NISHI (Osaka), KOBE,  
HIROSHIMA, SHIMONOSEKI, MOJI, WAKAMATSU, FUKUOKA,  
NAGASAKI, SHANGHAI

## FOREIGN AGENTS:

London . . . Barclays Bank Ltd. London Joint City & Midland Bank, Ltd.  
New York . . . The National City Bank of New York. The Chase National Bank. Bankers Trust Co.  
Paris . . . Banque de l'Union Parisienne. Comptoir National d'Escompte de Paris.  
Bombay . . . National Bank of India, Ltd.



## Across the Pacific Along the Pathway of the Sun

On the Fast, Safe, Comfortable and  
Luxurious Steamers of the

### Toyo Kisen Kaisha

Toyo Kisen Kaisha is the largest steamship company operating between San Francisco, Portland, Japan and the Orient. It maintains fast and frequent service across the Pacific, following the "Pathway of the Sun" along the semi-tropic route. This is one of the most delightful ocean voyages in the world, as it carries the passenger through smooth semi-tropic water and the balmy days and nights which permit of life in the open air on the broad decks nearly every hour of the voyage—a fact to be considered by travelers in selecting the route for their Trans-Pacific voyage.

The steamers of this line are of the most advanced types, having been built especially for this service with every device for the safety, comfort and pleasure of passengers. The present fleet of the North American line consists of the following:

S. S. "TAIYO MARU"—Newest addition to the North American fleet, is engine with twin screw reciprocal engines, 21 knots speed, displacement 22,000 tons, gross 14,508 tons. Carries 415 first cabin passengers.

S. S. "SHINYO MARU"—Triple screw turbine, 21 knots speed, displacement 22,000 tons, gross 13,039 tons.

S. S. "TENYO MARU"—Triple screw turbine, 21 knots speed, displacement 22,000 tons, gross 13,395 tons.

S. S. "SIBERIA MARU"—Twin screw, 18 knots speed, displacement 20,000 tons, gross 11,795 tons.

S. S. "KOREA MARU"—Twin screw, 18 knots speed, displacement 20,000 tons, gross 11,810 tons.

S. S. "PERSIA MARU"—Single screw, 15 knots speed, displacement, 9000 tons, gross 4681 tons.

### S. S. TAIYO MARU

This steamer was formerly the German liner "Cap Finistere," built for service between Hamburg and Buenos Aires. It was allocated to Japan by the Reparations Commission in Paris and by that government allotted to the Toyo Kisen Kaisha for operation under the new name of Taiyo Maru. It has accommodations for the largest number of passengers of all classes of any steamer, in the San Francisco-Orient trade. Being designed especially for service in the tropics, Taiyo Maru is unusually well equipped for the pleasure of passengers, with wide, cool and comfortable decks, numerous large public rooms, elevator and other features including a tiled open air Roman plunge, on the top deck.

### S. S. Tenyo Maru—Shinyo Maru

The Tenyo and Shinyo Maru are sister ships of 22,000 tons displacement. They are driven by triple screw turbine engines which account for an utter absence of vibration and can attain a speed of twenty-one knots per hour. These ships are as finely equipped in every detail as the best first-class hotels on shore, and leave nothing to be desired in service or table. Eight turns around the promenade deck measures a mile, giving ample opportunity for exercise and promenade. The table is unsurpassed.

### S. S. Korea Maru—Siberia Maru

The Korea Maru and Siberia Maru are somewhat smaller than the above mentioned, being of 20,000 tons displacement and

(Continued on page 52)

**HONGKONG & WHAMPOA DOCK CO. LIMITED**  
TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG  
**HONGKONG**  
Codes Used: 41: A & C. Fifth Edition: Engineering, First and Second Editions: Western Union and Marconi  
DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON AND BRASS FOUNDERS, FIDGE MASTERS, ELECTRICIANS



Toyo Kisen Kaisha S. S. Shinyo Maru in the Hongkong and Whampoa Dry Dock at Hongkong.

Please Address Enquiries to the Chief Manager, R. M. DYER, B. Sc., M. I. N. A., Kowloon Dock, Hongkong. Head Office, Kowloon. Town Office, Queen's Bldg.

## The Taikoo Dockyard and Engineering Company of HONGKONG, Limited

Works and General Offices: QUARRY BAY, HONGKONG

General Managers: JOHN SWIRE & SONS, Ltd., 8 Billiter Square, London

Agents in Hongkong, China and Japan: BUTTERFIELD & SWIRE  
(John Swire & Sons, Ltd.)

Telegrams: TEMSELOAF, London. TAIKODOCK, Hongkong

Engineers  
Boiler Makers  
Repairers

Builders  
of all types of  
Passenger  
and Cargo  
Steamers



DRY DOCK  
787 x 88 Feet  
Depth: 34½ Feet

SLIPWAYS  
Capable of Taking  
Steamers up to:  
No. 1, 2700 Tons  
No. 2, 2000 Tons  
No. 3, 2000 Tons

The Building Yard is Laid Out With Furnaces and Plant Fitted  
for Building Vessels up to 20,000 Tons



## ACROSS THE PACIFIC

(Continued from page 61)

are driven by twin screw engines. They were built especially for the Trans-Pacific trade, with unusually broad decks and perfect ventilation and are exceptionally comfortable.

S. S. Persia Maru is of 9,000 tons displacement and is popular.

Its passenger accommodations are amidships, all rooms being afforded plenty of light and ventilation. All rooms are comfortable.

**San Francisco-Portland-Japan Service**

Another passenger and freight service is

maintained between Japan and Portland, Oregon, via San Francisco eastbound, and from Portland to the Orient direct westbound with sailings practically every month.

In addition to these liners a number of freighters are also operated on the North American line, giving a freight service extending from San Francisco to Singapore, by way of Japan, China and Philippine ports.

Another freight service is from Singapore to Havana, Cuba, by way of Japan, China, Honolulu, San Francisco, New Orleans and Havana.

On these lines vessels of the standard 8,800 deadweight ton type are used, which are

designed particularly for this trade. These at present are

CHOYO MARU  
REIYO MARU  
HAYO MARU

KOYO MARU  
MEIYO MARU  
KAISHO MARU

**TOYO KISEN KAISHA TRANS-PACIFIC SERVICE TO SOUTH AMERICA**

In connection with the trans-Pacific service to North America, Toyo Kisen Kaisha also operates a line of steamers from Hongkong to Valparaiso (South America), via Moji, Kobe, Yokohama, Honolulu, San Francisco, Portland, Ore., San Pedro (Los Angeles), Salina Cruz, Balboa (Ancon), Callao, Arica and Iquique. This is one of

## SAILING SCHEDULE—TOYO KISEN

(ORIENTAL S. S. CO.)

## WESTWARD TO THE ORIENT

STEAMERS	Arrive Leave	San Francisco	Honolulu	Yokohama	Kobe	Nagasaki	Dairen	Shanghai	Manila	Hongkong
Korea Maru	Arrive Leave	Aug. 10 p.m.	Aug. 16 a.m. 16 p.m.	Aug. 27 a.m. 30 a.m.	Aug. 31 a.m. Sept. 1 p.m.	Sept. 2 p.m. 3 p.m.	.....	Sept. 5 a.m. 5 p.m.	Sept. 9 a.m. 10 p.m.	Sept. 12 a.m.
Shinyo Maru	Arrive Leave	Aug. 23 p.m.	Aug. 29 a.m. 29 p.m.	Sept. 9 a.m. 12 a.m.	Sept. 13 a.m. 14 p.m.	Sept. 15 p.m. 16 p.m.	.....	.....	Sept. 20 p.m. 21 p.m.	Sept. 23 a.m.
Persia Maru	Arrive Leave	Sept. 6 p.m.	Sept. 13 a.m. 13 p.m.	Sept. 26 a.m. 29 a.m.	Sept. 30 p.m. Oct. 1 p.m.	.....	Oct. 4 p.m. 5 a.m.	.....	.....	Oct. 9 a.m.
Taiyo Maru	Arrive Leave	Sept. 17 p.m.	Sept. 23 a.m. 23 p.m.	Oct. 4 a.m. 7 a.m.	Oct. 8 a.m. 9 p.m.	Oct. 10 p.m. 11 p.m.	.....	Oct. 13 a.m. 13 p.m.	Oct. 17 a.m. 18 p.m.	Oct. 20 a.m.
Siberia Maru	Arrive Leave	Oct. 5 p.m.	Oct. 11 a.m. 11 p.m.	Oct. 22 a.m. 25 a.m.	Oct. 26 a.m. 27 p.m.	.....	Oct. 30 a.m. 31 p.m.	Nov. 2 a.m. 2 p.m.	.....	Nov. 5 a.m.
Tenyo Maru	Arrive Leave	Oct. 17 p.m.	Oct. 23 a.m. 23 p.m.	Nov. 3 a.m. 6 a.m.	Nov. 7 a.m. 8 p.m.	Nov. 9 p.m. 10 p.m.	.....	Nov. 12 a.m. 12 p.m.	Nov. 16 a.m. 17 p.m.	Nov. 19 a.m.
Korea Maru	Arrive Leave	Oct. 26 p.m.	Nov. 1 a.m. 1 p.m.	Nov. 12 a.m. 15 a.m.	Nov. 16 a.m. 17 p.m.	Nov. 18 p.m. 19 p.m.	.....	Nov. 21 a.m. 21 p.m.	Nov. 25 a.m. 26 p.m.	Nov. 28 a.m.
Shinyo Maru	Arrive Leave	Nov. 7 p.m.	Nov. 13 a.m. 13 p.m.	Nov. 24 a.m. 27 a.m.	Nov. 28 a.m. 29 p.m.	Nov. 30 p.m. Dec. 1 p.m.	.....	.....	Dec. 5 p.m. 6 p.m.	Dec. 8 a.m.
Persia Maru	Arrive Leave	Nov. 22 p.m.	Nov. 29 p.m. 30 a.m.	Dec. 13 a.m. 16 a.m.	Dec. 17 p.m. 18 p.m.	.....	Dec. 21 p.m. 22 a.m.	.....	.....	Dec. 26 a.m.
Taiyo Maru	Arrive Leave	Dec. 5 p.m.	Dec. 11 a.m. 11 p.m.	Dec. 22 a.m. 25 a.m.	Dec. 26 a.m. 27 p.m.	Dec. 28 p.m. 29 p.m.	.....	Dec. 31 a.m. 31 p.m.	(1922) Jan. 4 a.m. 5 p.m.	(1922) Jan. 7 a.m.
Siberia Maru	Arrive Leave	Dec. 23 p.m.	Dec. 29 a.m. 29 p.m.	(1922) Jan. 9 a.m. 12 a.m.	(1922) Jan. 13 a.m. 14 p.m.	.....	(1922) Jan. 17 a.m. 18 p.m.	(1922) Jan. 20 a.m. 20 p.m.	.....	Jan. 23 a.m.
Tenyo Maru	Arrive Leave	(1922) Jan. 3 p.m.	(1922) Jan. 9 a.m. 9 p.m.	Jan. 20 a.m. 23 a.m.	Jan. 24 a.m. 25 p.m.	Jan. 26 p.m. 27 p.m.	.....	Jan. 29 a.m. 29 p.m.	.....	Feb. 1 a.m.
Korea Maru	Arrive Leave	Jan. 13 p.m.	Jan. 19 a.m. 19 p.m.	Jan. 30 a.m. Feb. 2 a.m.	Feb. 3 a.m. 4 p.m.	Feb. 5 p.m. 6 p.m.	.....	Feb. 8 a.m. 8 p.m.	Feb. 12 a.m. 13 p.m.	Feb. 15 a.m.
Shinyo Maru	Arrive Leave	Jan. 24 p.m.	Jan. 30 a.m. 30 p.m.	Feb. 10 a.m. 13 a.m.	Feb. 14 a.m. 15 p.m.	Feb. 16 p.m. 17 p.m.	.....	Feb. 19 a.m. 19 p.m.	Feb. 23 a.m. 24 p.m.	Feb. 26 a.m.
Persia Maru	Arrive Leave	Feb. 11 p.m.	Feb. 18 p.m. 19 a.m.	Mar. 4 a.m. 7 a.m.	Mar. 8 p.m. 9 p.m.	.....	Mar. 12 p.m. 13 a.m.	.....	.....	Mar. 17 a.m.

NOTE.—The dates of departure, as above given, are sometimes changed through unavoidable circumstances. Passengers should ascertain from the Company's Agents at their ports of embarkation the exact date of departure.



the longest regular service in operation by any Japanese steamship line touching American ports.

The steamers on this line are in through round trip service between China and Japan ports and Southern Chile via San Francisco and West Coast ports of North and South America. Steamers call at San Pedro and Portland, Ore. on their outward and homeward voyages to the Orient. These steamers are all large and modern and have saloon accommodations.

S. S. "ANYO MARU"—The Anyo Maru was built at the Mitsubishi Dockyard and Engine Works, Nagasaki, and has a dis-

placement of 18,500 tons. It is 466 feet in length, 58 feet in breadth, with a depth of 38 feet. The Anyo Maru has accommodations for 40 first, 50 second, and 636 third-class passengers.

S. S. "RAKUYO MARU"—This is a new combination passenger and freight steamer built by the Asano Shipbuilding Company in Japan for the South American trade. It is approximately 460 feet long, 58 feet beam and 38 feet depth, with a gross tonnage of about 12,500 tons. It has accommodations for 46 first cabin, 51 second cabin and 616 steerage passengers and is equipped with geared twin-screw engines.

S. S. "GINYO MARU"—This is a sister ship to the Rakuyo Maru, being practically the same in size and specifications.

S. S. "BOKUYO MARU"—Same type steamer as the Ginyo Maru, being same size and specifications as the Rakuyo Maru.

S. S. "SEIYO MARU"—This vessel is 14,000 tons displacement and was built by Russell & Company, Port Glasgow. It has accommodations for 30 first, 40 second, and 495 third-class passengers. It is 404 feet in length, with a breadth of 52 feet.

With these steamers in service, the South American line will be the best equipped steamer line in that trade.

# KAISHA—NORTH AMERICAN LINE

(Subject to Change Without Notice)

## EASTWARD TO AMERICA

Hongkong		Keelung	Shanghai	Dairen	Nagasaki	Kobe	Shimizu	Yokohama	Honolulu	San Francisco	STEAMERS
Lay Days											
Survey Docking 14	June 10 p.m.	June 12 a.m. 12 p.m.	June 14 a.m. 14 p.m.	June 16 a.m. 17 p.m.	.....	June 20 a.m. 21 p.m.	.....	June 22 p.m. 24 p.m.	July 3 p.m. 4 a.m.	July 10 p.m.	Siberia Maru
9	June 21 p.m.	.....	June 24 a.m. 24 p.m.	.....	June 26 a.m. 27 a.m.	June 28 a.m. 29 p.m.	(1921) June 30 a.m. 30 p.m.	July 1 a.m. 3 p.m.	July 12 p.m. 13 a.m.	July 19 p.m.	Tenyo Maru
7	July 1 p.m.	July 3 a.m. 3 p.m.	July 5 a.m. 5 p.m.	.....	July 7 a.m. 8 a.m.	July 9 a.m. 10 p.m.	July 11 a.m. 11 p.m.	July 12 a.m. 14 p.m.	July 23 p.m. 24 a.m.	July 30 p.m.	Korea Maru
Survey Docking 15	July 16 p.m.	July 18 a.m. 18 p.m.	July 20 a.m. 20 p.m.	.....	July 22 a.m. 23 a.m.	July 24 a.m. 25 p.m.	July 26 a.m. 26 p.m.	July 27 a.m. 29 p.m.	Aug. 7 p.m. 8 a.m.	Aug. 14 p.m.	Shinyo Maru
Docking 7	July 30 p.m.	.....	.....	Aug. 3 p.m. 4 a.m.	.....	Aug. 7 a.m. 8 a.m.	.....	Aug. 9 p.m. 11 p.m.	Aug. 22 p.m. 23 a.m.	Aug. 30 p.m.	Persia Maru
10	Aug. 12 p.m.	.....	Aug. 15 a.m. 15 p.m.	.....	Aug. 17 a.m. 18 a.m.	Aug. 19 a.m. 20 p.m.	Aug. 21 a.m. 21 p.m.	Aug. 22 a.m. 24 p.m.	Sept. 2 p.m. 3 a.m.	Sept. 9 p.m.	Taiyo Maru
8	Aug. 27 p.m.	.....	Aug. 30 a.m. 30 p.m.	Sept. 1 a.m. 2 p.m.	.....	Sept. 5 a.m. 6 p.m.	Sept. 7 a.m. 7 p.m.	Sept. 8 a.m. 10 p.m.	Sept. 19 p.m. 20 a.m.	Sept. 26 p.m.	Siberia Maru
Docking 10	Sept. 9 p.m.	.....	Sept. 12 a.m. 12 p.m.	.....	Sept. 14 a.m. 15 a.m.	Sept. 16 a.m. 17 p.m.	Sept. 18 a.m. 18 p.m.	Sept. 19 a.m. 21 p.m.	Sept. 30 p.m. Oct. 1 a.m.	Oct. 7 p.m.	Tenyo Maru
9	Sept. 20 p.m.	.....	Sept. 23 a.m. 23 p.m.	.....	Sept. 25 a.m. 26 a.m.	Sept. 27 a.m. 29 p.m.	.....	Sept. 29 p.m. Oct. 1 p.m.	Oct. 10 p.m. 11 a.m.	Oct. 17 p.m.	Korea Maru
9	Oct. 2 p.m.	.....	Oct. 5 a.m. 5 p.m.	.....	Oct. 7 a.m. 8 a.m.	Oct. 9 a.m. 10 p.m.	.....	Oct. 11 p.m. 13 p.m.	Oct. 22 p.m. 23 a.m.	Oct. 29 p.m.	Shinyo Maru
6	Oct. 15 p.m.	.....	.....	Oct. 19 p.m. 20 a.m.	.....	Oct. 23 a.m. 24 a.m.	.....	Oct. 25 p.m. 27 p.m.	Nov. 7 p.m. 8 a.m.	Nov. 15 p.m.	Persia Maru
Dock ng 10	Oct. 30 p.m.	.....	Nov. 2 a.m. 2 p.m.	.....	Nov. 4 a.m. 5 a.m.	Nov. 6 a.m. 7 p.m.	.....	Nov. 8 p.m. 10 p.m.	Nov. 19 p.m. 20 a.m.	Nov. 26 p.m.	Taiyo Maru
Docking 10	Nov. 15 p.m.	.....	Nov. 18 a.m. 18 p.m.	Nov. 20 a.m. 21 p.m.	.....	Nov. 24 a.m. 25 p.m.	.....	Nov. 26 p.m. 28 p.m.	Dec. 7 p.m. 8 a.m.	Dec. 14 p.m.	Siberia Maru
9	Nov. 28 p.m.	.....	Dec. 1 a.m. 1 p.m.	.....	Dec. 3 a.m. 4 a.m.	Dec. 5 a.m. 6 p.m.	.....	Dec. 7 p.m. 9 p.m.	Dec. 18 p.m. 19 a.m.	Dec. 25 p.m.	Tenyo Maru
Docking 10	Dec. 8 p.m.	.....	Dec. 11 a.m. 11 p.m.	.....	Dec. 13 a.m. 14 a.m.	Dec. 15 a.m. 16 p.m.	.....	Dec. 17 p.m. 19 p.m.	Dec. 28 p.m. 29 a.m.	(1922) Jan. 4 p.m.	Korea Maru
Docking 11	Dec. 19 p.m.	.....	Dec. 22 a.m. 22 p.m.	.....	Dec. 24 a.m. 25 a.m.	Dec. 26 a.m. 27 p.m.	.....	Dec. 28 p.m. 30 p.m.	(1922) Jan. 8 p.m. 9 a.m.	Jan. 15 p.m.	Shinyo Maru
Docking 9	(1922) Jan. 4 p.m.	.....	.....	(1922) Jan. 8 p.m. 9 a.m.	.....	(1922) Jan. 12 a.m. 13 a.m.	.....	(1922) Jan. 14 p.m. 16 p.m.	Jan. 27 p.m. 28 a.m.	Feb. 4 p.m.	Persia Maru
9	Jan. 16 p.m.	.....	(1922) Jan. 19 a.m. 19 p.m.	.....	(1922) Jan. 21 a.m. 22 a.m.	Jan. 23 a.m. 24 p.m.	.....	Jan. 25 p.m. 27 p.m.	Feb. 5 p.m. 6 a.m.	Feb. 12 p.m.	Taiyo Maru
8	Jan. 31 p.m.	.....	Feb. 3 a.m. 3 p.m.	Feb. 5 a.m. 6 p.m.	.....	Feb. 9 a.m. 10 p.m.	.....	Feb. 11 p.m. 13 p.m.	Feb. 22 p.m. 23 a.m.	Mar. 1 p.m.	Siberia Maru
Docking 10	Feb. 11 p.m.	.....	Feb. 14 a.m. 14 p.m.	.....	Feb. 16 a.m. 17 a.m.	Feb. 18 a.m. 19 p.m.	.....	Feb. 20 p.m. 22 p.m.	Mar. 3 p.m. 4 a.m.	Mar. 10 p.m.	Tenyo Maru
9	Feb. 24 p.m.	.....	Feb. 27 a.m. 27 p.m.	.....	Mar. 1 a.m. 2 a.m.	Mar. 3 a.m. 4 p.m.	.....	Mar. 5 p.m. 7 p.m.	Mar. 16 p.m. 17 a.m.	Mar. 23 p.m.	Korea Maru
11	Mar. 9 p.m.	.....	Mar. 12 a.m. 12 p.m.	.....	Mar. 14 a.m. 15 a.m.	Mar. 16 a.m. 17 p.m.	.....	Mar. 18 p.m. 20 p.m.	Mar. 29 p.m. 30 a.m.	Apr. 5 p.m.	Shinyo Maru
Survey 12	Mar. 29 p.m.	.....	.....	Apr. 2 p.m. 3 a.m.	.....	Apr. 6 a.m. 7 a.m.	.....	Apr. 8 p.m. 10 p.m.	Apr. 21 p.m. 22 a.m.	Apr. 29 p.m.	Persia Maru

Stay of Steamers.—The stay of steamers at intermediate ports of call is about as follows: Honolulu 12 hours; Yokohama westward 72 hours, eastward 48 hours; Kobe westward 24 to 48 hours, eastward 12 to 30 hours; Nagasaki 12 to 20 hours; Shanghai 12 hours; Manila 36 hours; Dairen 12 to 36 hours. These figures are approximate and subject to change as the requirements of schedule may demand.





A LIST OF AGENTS AND REPRESENTATIVES OF

# TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP CO.)  
IMPERIAL JAPANESE AND UNITED STATES MAIL LINE

"THE PATHWAY OF THE SUN"

## From San Francisco and Portland, Ore., to Japan, China, Philippines and the Far East

For Information Regarding Passage and Freight Address any of the Following:

**TOYO KISEN KAISHA** maintains agents in the principal cities of the world, thus enabling travelers to secure definite information regarding rates and sailings at all times. The full list of these representatives is given below, and they will be glad to give any service in their power to those who request their assistance. As these men are all recognized authorities on travel matters, travelers will find it to their advantage to avail themselves of their service and advice whether their plans are for the transpacific journey or for travel in America or any other country in the world.

## TOYO KISEN KAISHA

Head Office: Tokyo, Japan

General Office: Yokohama

San Francisco Office:

Fourth Floor, Merchants National Bank Building,

New York Office: 154 Broadway

## AGENTS IN THE UNITED STATES, CANADA AND MEXICO

## Akron, Ohio

Flintstone Park Trust &amp; Savings Bank.

C. D. Honold, Union Passenger Depot.

Rubber City Savings Bank.

## Atlanta, Ga.

Cunard Line, 55 North Forsyth St.

D. Ashbury, Gen. Agent, Southern Pacific Co.

315 Healy Bldg.

## Baltimore, Md.

Cunard Line, 167 E. Baltimore St.

Am. Express Co., 19 E. Baltimore St.

W. B. Johnson, Gen. Agent, Southern Pacific Co.

402 Hartman Bldg.

## Birmingham, Ala.

S. J. Brown, Gen. Agent, Southern Pacific Co.

5 Woodworth Bldg.

## Boston, Mass.

Cunard Line, 126 State St.

Thomas Cook &amp; Son, 336 Washington St.

Wm. H. Eaves &amp; S. &amp; Tourist Agency, 19 Cong-

ress St.

Raymond &amp; Whitcomb, 21 Beacon St.

Master's Tours, 243 Washington St.

Am. Express Co., 41 Franklin St.

J. H. Glynn, Gen. Agent, Southern Pacific Co.

11 Milk St.

Willard Massey, Gen. Agent, Union Pacific Co.,  
167 Old South Bldg.  
E. B. St. John, D. P. A., Santa Fe, 336 Washington St.  
E. C. Pate, G. A., Western Pacific, 450 Old South  
Bldg.

## Buffalo, New York

Am. Express Co., Main and Erie St.

Buffalo Trust Co.

## Berkeley, Cal.

First National Bank.

## Cincinnati, Ohio

American Express Co., 4th and Race Sts.

F. E. Scott, Gen. Agent, Southern Pacific Co.,

222 2nd National Bank Bldg.

W. H. Connor, Gen. Agent, Union Pacific Co.,

704 Union Central Bldg.

P. G. Burnett, G. A., Santa Fe, 300 Neave Bldg.

## Chicago, Ill.

Cunard Line, 167 North Dearborn St.

Thomas Cook &amp; Son, 203 North Dearborn St.

Raymond &amp; Whitcomb, 112 North Dearborn St.

Am. Express Co., 37 North Dearborn St.

Universal Marine Agency, 142 So. Clark

C. L. Keith, 179 W. Jackson Boulevard.

C. L. Paul, Gen. Agent, Southern Pacific Co.,

38 W. Jackson Blvd.

Geo. Herman, G. A. P. D., Union Pacific Co.,

58 East Washington St.

J. R. Moriarty, D. P. A., Santa Fe, 179 W. Jackson St.

J. I. Hohl, G. A., Western Pacific, 700 Westmar-

ster Bldg.

## Cleveland, Ohio

Cunard Line, Hotel Cleveland, Public Square.

The Colver-Miller Co., 2033 East Ninth St., Cleve-

land and Trust Bldg.

Akers, Folkman &amp; Lawrence, 733 Euclid Ave.

Am. Express Co., 204 E. 9th St.

F. Palmatrix, D. P. A., Santa Fe, 405 Bangor Bldg.

J. H. Harper, G. A., Western Pacific, 405 Bangor Bldg.

## Calzeico, Cal.

G. O. Cully, Agt. Southern Pacific.

## Denver, Colo.

American Express Co., 1643 Stout St.

E. D. Whitley, Denver R. &amp; S. and Tourist Agency,

611-17 St.

F. W. Soderberg, Gen. Agt., Southern Pacific Co.,

Denham Bldg.

J. F. Hall, D. P. A., Santa Fe, 304 U. S. Nat. Bank

Bldg.

W. K. Cundiff, G. A. P. A., Union Pacific Co.,

Bldg. &amp; California

S. Ban &amp; Co., 2009 Larimer St.

## Des Moines, Iowa

D. M. Sherm, Gen. Agent, Union Pacific Co., 300

Fifth St.

C. A. Moore, G. A., Santa Fe, 616 Flynn Bldg.

H. W. Warren, D. P. A., Chicago, Milwaukee and

St. Paul Ry., Union Station.

## Detroit, Mich.

Cunard Line, 36 Washington Boulevard.

Am. Express Co., 25 Fort St. West.

W. W. Hale, Gen. Agent, Southern Pacific Co.,

211 Main St.

A. R. Malcolm, Gen. Agent, Union Pacific Co.,

1-17 Lafayette Blvd.

F. J. Hendry, Gen. Agent, Santa Fe, Free Press Bldg.

H. I. Scofield, G. A., Western Pacific, 803 C. of C.

Bldg.

M. S. Murphy Co., 300 Murphy Bldg.

## El Paso, Tex.

Southern Commercial &amp; Savings Bank.

## El Centro, Cal.

Fort Worth, Texas

E. W. Martindell, G. A., Western Pacific, care of

F. W. &amp; D. C. R. R.

## Grand Junction, Colo.

W. B. Kenney, G. A., Western Pacific.

## Highland Park, Mich.

Highland Park State Bank.

## Hot Springs, Ark.

Leon Numanville, Mo. Pac. Ticket Office.

## Kansas City, Mo.

J. M. Hardy, 707 Walnut St.

Violette Travel Bureau, Hotel Manhattan.

American Express Co., 1125 McGee St.

L. B. Banks, Gen. Agent, Southern Pacific Co.,

Railway Exchange Bldg.

Seth Rhodes, A. G. P. A., 305 Walnut St.

Geo. Hagenbuch, D. P. A., Santa Fe, 718 Walnut St.

E. C. Roebury, G. A., West. Pac., 112 Ky. Exch. Bldg.

## Los Angeles, Cal.

S. F. Kreider, Pacific Elec. Building.

American Express Co., 752 S. Broadway.

Thomas Cook &amp; Son, Hotel Alexandria.

D. W. Ferguson, 731 S. Spring St.

Equitable S. S. Agency, 1st and Spring Streets.

## Memphis, Tenn.

H. D. Wilson, 58 North Main St.

L. C. Bourhard, Gen. Agent, Southern Pacific Co.,

Exchange Bldg.

## Milwaukee, Wis.

E. G. Clay, Gen. Agent, Union Pacific Co., 231

Grand Ave.

American Express Co., 368 Broadway.

C. F. Mohler, C. M. &amp; St. F. Ry., 305 East Water St.

## Minneapolis, Minn.

Cunard Line, Metropolitan Life Bldg.

Rita Niles, 157 S. Third St.

American Express Co., 619 Marquette

E. H. Hawley, Gen. Agent, Union Pacific Co., 126

South Third St.

F. G. McNeil, G. P. A., N. P. Ry. Co.,

525 Second Street.

Nashville, Tenn.

J. F. Gaffney, Jr., Union Station.

(Continued on page 66)



# Oregon-Pacific Company

WILCOX BUILDING

CABLES: POWLMAC

PORTLAND, OREGON

Shipbrokers, Freight Forwarders and  
General Agents

FOR

**TOYO KISEN KAISHA**

(ORIENTAL S. S. CO.)

## SERVICES

**Portland to the  
Orient and  
South America**

Regular direct freight services to and from  
Portland to Japan, China, Mexico, Panama  
and West Coast of South America.

Regular direct passenger service to Japan  
and China from Valparaiso and other West  
Coast points, via Portland.

## JOINT SERVICES OF

**Holland-America Line and Royal Mail Steam Packet Company**

Regular direct freight service from Portland to the United Kingdom, France, Holland and Germany.

**Charles Nelson Company**

Northbound freight service, San Francisco  
to Portland.

**Columbia Navigation Co.**

Freight service between Portland and  
Siletz, Yaquina and Alsea Bay ports.

## PASSENGER BOOKING AGENTS

Holland-America Line, Royal Mail Steam Packet Company, Matson Line  
Toyo Kisen Kaisha and many others.

## STEAMER TICKETS

to Europe, South America, Hawaii, South Seas and the Orient.



# JAPAN INVITES YOU



HE lovely land of cherry blooms; of superb Fuji; of verdant mountains and sparkling streams; of tea and rice fields; of silk and pottery makers; of quaint age old customs, of gorgeous temples; of smiling, obliging men and women who welcome you, is today the **WORLD'S MOST FASCINATING VACATION LAND.**

Trans-pacific steamer fares are the lowest in the world for distance and service given. Japanese hotel rates are moderate; \$4.00 to \$8.00 per day per person for meals and room.

Japan Hotel Association organized by hotel men to insure proper service to visitors, includes leading hotels.

"JAPAN," a handy guide book sent free on request of Secretary Japan Hotel Association, Japan Tourist Bureau, Central Station, Tokyo; or 625 Market St., San Francisco, or Traffic Bureau, Dept. of Railways, Tokyo, or at any office of Toyo Kisen Kaisha, or Thomas Cook & Sons.

## DAVIES, TURNER & CO.

Foreign Freight Contractors  
and Forwarders

Customs Brokers  
Storage  
Marine Insurance

## FREIGHT BROKERS

### OFFICES:

New York  
Boston  
Chicago  
Philadelphia  
Cleveland  
Detroit  
St. Louis  
Indianapolis  
Cincinnati

London  
Paris  
Liverpool  
Manchester  
Glasgow  
Bristol  
Leeds  
Birmingham  
Ostend,  
(Belgium)

SAN FRANCISCO  
110 CALIFORNIA STREET

FREIGHT AGENTS  
**TOYO KISEN KAISHA**  
MESSAGERIES MARITIMES OF FRANCE

Cable Address—All Offices—"SPEDITION"

(Continued from page 64)

**New York, N. Y.**  
Toyo Kisen Kaisha, 165 Broadway.  
The Cunard Line, 25 Broadway.  
Thomas Cook & Son, 561 5th Ave. & 245 Broadway.  
Raymond & Whitcomb, 225 Fifth Ave.  
McCann's Tours, Marbridge Bldg., B'rdw'y at 34th.  
Frank Tourist Co., 489 5th Ave.  
Marster's Tours, 1123 Broadway.  
Gillespie, Kinports and Beard, 59 W. 37th St.  
Frank C. Clark, Times Building.  
Miller Tourist Co., 5 Columbus Circle.  
Edwin H. Low's Steamship Agency, 1123 Broadway.  
Am. Express Co., 65 Broadway and 118 W. 39th.  
International Sleeping Car Co., 281 5th Ave.  
Bennett's Travel Bureau, 506 5th Ave.  
W. C. Connor, Jr., G. A., Western Pacific, 1102 71 Broadway.

**New Orleans, La.**—F. J. Orfila, 205 St. Charles St.  
Cunard S. S. Co., 205 St. Charles St.  
J. E. Lambert, St. Charles and Gravier Sts.

**Nogales, Ariz.**  
T. G. Wright, care of Southern Pacific Co.  
**Oakland, Cal.**—Crabtree's Travel Office, 1437 Broadway.  
**Ogden, Utah**  
Goodman, Thomas Tours Co., 2379 Hudson Ave.  
Tamaki & Co., 2456 Wall St.  
E. Nentebloom, 2370 Washington Ave.

**Omaha, Neb.**—Peters Trust Co.  
H. G. Bock, G. A., W. P. R. R. 704 W. O. W. Bldg.  
W. E. Bock, C. M. & St. P. Ry. Co., 407 S. 15th St.  
**Philadelphia, Pa.**  
Cunard Line, 1300 Walnut St.  
Thomas Cook & Son, 225 South Broad St.  
Raymond & Whitcomb, 1338 Walnut St.  
Am. Express Co., 143 So. Broad St.  
Bartlett Tours Company, 200 So. 13th St.  
F. T. Brooks, 1602 Chestnut St.  
F. L. Feakins, 536 Commercial Trust Bldg.  
C. C. Dillard, D. P. A., Santa Fe, 602 Finance Bldg.

**Pocatello, Idaho.**  
S. Ban & Co., 111 N. 2nd Ave.  
**Pittsburg, Pa.**  
Cunard Line, 712 Smithfield St.  
Am. Express Co., 909 Liberty Ave.  
G. G. Herring, Gen. Agent, Southern Pacific Co.,  
Chamber of Commerce Bldg.  
John D. Carter, 5th and Liberty.  
C. H. Beach, 208 Park Bldg.  
J. T. Neison, G. A., Western Pacific, 311 Park Bldg.

**Portland, Ore.**  
Oregon Pacific Co., Wilcox Bldg.  
American Express Co., 6th and Oak Sts.  
W. C. McBride, G. A., 415 Failing Bldg.  
**Portland, Me.**—Robt. W. Reford Co., Inc., 198 Middle St.  
**Phoenix, Ariz.**  
W. Ward Davies, 213 W. Washington St.  
**Redlands, Cal.**—First National Bank.  
**Richmond, Va.**—C. C. Alley, 830 E. Main St.  
**Riverside, Cal.**—First National Bank.  
**San Francisco, Cal.**  
Toyo Kisen Kaisha, 625 Market St.

**Seattle, Wash.**  
Cunard Line, 116 Cherry St.  
American Express Co., 804 3rd Ave.  
W. H. Olin, A. G. F. & P. D., Union Pacific Co.  
T. J. Moore, Consolidated Ticket Office.  
**Salt Lake, Utah**  
E. A. Shewe, 10 South Main St.  
E. R. Jennings, G. A., Western Pacific, Clift Bldg.

**San Diego, Cal.**—J. Don. Dunann, care Pacific S. S. Co.  
S. L. Kreider, 239 Spreckels Bldg.  
**San Pedro, Cal.**—H. M. Read, Agt. S. P. Co.  
**Spokane, Wash.**  
W. R. Skey, D. F. & P. A., Union Passenger Station.  
**St. Louis, Mo.**  
Cunard Line, 1135-1137 Olive St.  
Am. Express Co., 9th and Locust St.  
G. T. Collett, Gen. Agent, Southern Pacific Co.,  
312 N. Sixth St.  
J. L. Carney, Gen. Agent, Union Pacific Co., 611 Olive St.

**St. Paul, Minn.**  
E. H. Dallas, D. P. A., Santa Fe, 296 Arcade Bldg.  
J. L. Hohl, G. A., Western Pacific, Pierce Bldg.  
**Stockton, Cal.**—Crabtree's Travel Bureau.  
**Tacoma, Wash.**  
Wm. Carruthers, D. F. & P. A., Union Pacific Co.,  
106 South 10th St.

**Washington, D. C.**  
The Cunard Line, 517 14th St., N. W.  
American Express Co., 1328 F St. N. W.

### AGENTS IN CANADA.

**Halifax, N. S.**  
The Robt. Reford Co., Ltd., Granville & George Sts.  
**Montreal, Que.**  
Am. Express Co., 231 St. James St.  
Thomas Cook & Son, 526 S. Catherine St., W.  
The Robt. Reford Co., Ltd., 20 Hospital St.  
**Quebec, Que.**  
The Robt. Reford Co., Ltd., 103 St. Peters St.  
**St. John, N. B.**  
The Robt. Reford Co., Ltd.

**Toronto, Ont.**  
Melville, Davis S. S. and Tourist Co., Ltd., cor. Adelaide and Toronto Sts.  
Thomas Cook & Son, 65 Yonge St.  
The Robt. Reford Co., Ltd., 50 King St., East.  
**Victoria, B. C.**—F. O. Finn, 902 Government St.  
**Vancouver, B. C.**  
Cunard Line, 622 Hasting St.  
**Winnipeg**  
Cunard Line, 270 Main St.

### AGENTS IN THE HAWAIIAN ISLANDS.

Honolulu.....Toyo Kisen Kaisha, Alexander Young Building.  
Hilo.....C. Brewer & Co.

### AGENTS IN CUBA

Havana.....R. Dussaq & Co.  
Santiago.....Desiderio Parreno  
Cienfuegos.....Cardona & Co.

### AGENTS IN MEXICO, CENTRAL AND SOUTH AMERICA

City of Mexico.....Kato & Co.  
Salina Cruz, Mex....F. L. Pineda, Agt. Aduanal Term'l  
Balboa, Panama.....Panama Agencies Co.  
Manzanillo, Mex....Nat'l Rys. of Mexico, Jose S. Razura.  
Mollendo, Peru.....Mollendo Agency Co.  
Montevideo,  
Argentine.....American Express Co.  
Buenos Aires,  
Argentine.....American Express Co.  
Lima, Peru.....W. R. Grace & Co.  
Callao, Peru.....W. R. Grace & Co.  
Arica, Chile.....Arica Agencies.  
Iquique, Chile.....Nitrate Agencies.  
Valparaiso, Chile...W. R. Grace & Co.  
American Express Co.

### AGENTS IN EUROPE.

London, Eng.....Cunard S. S. Co.  
Am. Express Co., 6 Haymarket, S.W.1  
Thos. Cook & Sons, Ludgate Circus  
Liverpool, Eng....Cunard S. S. Co.  
Amsterdam, Holland, Hoymann & Schuman Booking Agcy.  
Port Said, Egypt—Worms & Co.

### AGENTS IN SOUTH AFRICA.

Johannesburg.....Parry, Leon & Hayhoe, Ltd.  
Walvisch Bay.....Parry, Leon & Hayhoe (C. T.), Ltd.  
Luderitz.....Parry, Leon & Hayhoe (C. T.), Ltd.  
Cape Town.....Parry, Leon & Hayhoe (C. T.), Ltd.  
Port Elizabeth.....Parry, Leon & Hayhoe, Ltd.  
East London.....Parry, Leon & Hayhoe, Ltd.  
Durban.....Parry, Leon & Hayhoe, Ltd.

### AGENTS IN AUSTRALIA.

Adelaide.....Burns, Philp & Co., Ltd.  
McIlwraith, MacEacharn & Co.,  
Proprietary, Ltd.  
Brisbane.....Burns, Philp & Co., Ltd.  
Melbourne.....Thomas Cook & Son.  
Burns, Philp & Co., Ltd.  
McIlwraith, MacEacharn & Co.,  
Proprietary, Ltd.  
Sydney.....Thomas Cook & Son.  
Burns, Philp & Co., Ltd.

### AGENTS IN THE ORIENT.

Amoy.....Douglas, Lapraik & Co.  
Bangkok.....Anglo Siam Corporation.  
Batavia.....The Borneo Co., Ltd.  
Francis Peek & Co.  
Bombay.....Thomas Cook & Son.  
Cox's Shipping Agency, Ltd.  
Grindlay & Co.  
Calcutta.....Thomas Cook & Son.  
Jardine, Skinner & Co.  
Grindlay & Co., Balmer Lawrie & Co.  
Canton.....T. E. Griffith.  
Chefoo.....Cornabe, Eckford & Co.  
Chemulpo.....Bennett & Co.  
Colombo.....Thomas Cook & Son.  
Delmege, Reid & Co.  
Dairen.....Dairen Kisen Kaisha  
Delhi.....Thomas Cook & Son.  
Foo Chow.....Bathgate & Co.  
Fusan.....Holme, Ringer & Co.  
Hankow.....Westphal, King & Ramsay, Ltd.  
Harbin.....International Sleeping Car Co.  
Hong Kong.....Toyo Kisen Kaisha.  
Karachi.....Forbes, Forbes, Campbell & Co.  
Keelung, Formosa...Tait & Co.  
Yamashita Kisen Kaisha.

Kobe.....Toyo Kisen Kaisha.  
Macao.....De Souza & Co.  
Maccassar.....Francis Peek & Co.  
Madras.....Walker & Co.  
Manila.....Toyo Kisen Kaisha.  
Masampo.....Holme, Ringer & Co.  
Medan.....Francis Peek & Co.  
Mojito.....Mitsui Bussan Kaisha.  
Nagasaki.....Holme, Ringer & Co.  
Newchang.....A. Van Ness & Co.  
Pedang.....Francis Peek & Co.  
Peking.....Thos. Cook & Son.  
International Sleeping Car Co.

Penang.....Sandilands, Buttery & Co.  
McAlister & Co., Ltd.  
Rangoon.....Thomas Cook & Son.  
Saigon.....Export and Import Co.  
Samarang.....Burns, Philp & Co.  
Francis Peek & Co.  
Seoul.....L. Rondon & Co.  
Shanghai.....Toyo Kisen Kaisha.  
Shimidzu.....Amano Kaisoten.  
Singapore.....McAlister & Co., Ltd.  
Sourabaya.....Burns, Philp & Co., Ltd.  
Francis Peek & Co.

Swatow.....Bradley & Co.  
Tsingtau.....Cornabe, Eckford & Co.  
Tientsin.....Liddell Bros. & Co.  
International Sleeping Car Co.  
Vladivostok.....Mitsui Bussan Kaisha, Ltd.  
International Sleeping Car Co.  
Yokohama.....Toyo Kisen Kaisha.

NOTE.—All offices of the principal railways in the United States; also all the offices of Cunard S. S., Messrs. Thomas Cook & Son, the American Express Co., and International Sleeping Car Co., in all parts of the world, will quote rates and furnish tickets.



**You will like visiting  
Japan for a number of reasons.**

## ***Japanese Government Railways***

Japan is the world's greatest vacationland—a portal to a continent of untold natural resources and great business possibilities—unequaled in her wonderful climate—unique in the evolution of modern history.



Here you will find the East cordially meeting the West and the Old Civilization melting into the New. A social enigma, a political sphinx, an anachronism in one thing or another, to the Western mind, Japan is really as progressive and peace-loving a nation as any that has ever flourished on the face of the earth.

Be your object to seek for health or happiness, profit or pleasure, rest or activity, do not miss visiting Japan: she will never dissappoint you. Her scenic beauty will charm you, her special mode of life will interest you, and the character of her people will impress you. Let this year include your trip to Japan!

**Map shows the principal lines of the Imperial Government Railways.**

Imperial Government Railways own a network of 6,200 miles of Thoroughly Equipped Lines, Sleeping and Dining Cars, Frequent Express and Through Trains. English speaking staff on chief Trains and at principal Stations.

**For information and Literature, please apply to Traffic Department, Imperial Government Railways, Tokyo or Offices of the Japan Tourist Bureau, Thos. Cook & Son, etc.**



**Tales of the Sea  
Tales of See and  
Tales of the CCC**

**The Log**

OF THE CIRCUMNAVIGATORS CLUB  
Advertising Contract Blank and Rates  
upon application

Stories and Articles by Celebrated  
Circumnavigators Covers and Cartoons  
by Circumarteditornankivell  
Circumbyspecialdispensationglackens  
and Mlle. Lagrima Bonafoux

The organ of the Circumnavigators  
Club printed bi-monthly for the  
pleasure of Circumnavigators, and  
those who ought to be.

**SUBSCRIPTIONS**  
This side of the C \$1.00  
The other side of the C \$1.50  
Single Copy, 20c  
J. H. BIRCH, Jr., Editor

**The Log of the  
Circumnavigators Club**  
Burlington, New Jersey, U. S. A.

**INTERNATIONAL BANKING  
CORPORATION**

OWNED BY NATIONAL CITY BANK OF NEW YORK

CAPITAL AND SURPLUS  
U. S. \$10,000,000

UNDIVIDED PROFITS  
U. S. \$4,000,000

**BRANCHES THROUGHOUT THE WORLD**

<b>CHINA</b> Canton Hankow Harbin Hongkong	<b>Pekin</b> Shanghai Tientsin	<b>DOMINICAN REPUBLIC</b> Barahona Puerto Plata San Pedro de Macoris Sanchez Santiago Santo Domingo San Francisco de Macoris	<b>JAVA</b> Batavia Sourabaya	<b>PANAMA</b> Colon Panama	<b>PHILIPPINE ISLANDS</b> Cebu Manila
<b>INDIA</b> Bombay Rangoon	<b>Calcutta</b>		<b>JAPAN</b> Kobe Yokohama		<b>STRAITS SETTLEMENTS</b> Singapore
			<b>SPAIN</b> Barcelona Madrid		

**BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK**

<b>ARGENTINA</b> Buenos Aires Once (Buenos Aires) Rosario	<b>BRAZIL</b> Bahia Rio de Janeiro Pernambuco Santos	<b>ITALY—Genoa</b> <b>PERU—Lima</b> <b>PORTO RICO</b> Ponce San Juan	<b>URUGUAY</b> Montevideo Calle Rondeau (Montevideo)
<b>BELGIUM</b> Antwerp Brussels	<b>CHILE</b> Santiago Valparaiso	<b>RUSSIA</b> Moscow Petrograd (temp. discontinued)	<b>VENEZUELA</b> Caracas Ciudad Bolivar Maracaibo
	<b>CUBA</b> Havana and 22 other cities in Cuba	<b>SOUTH AFRICA</b> Cape Town	

**HEAD OFFICE: 60 WALL STREET, NEW YORK**

**SAN FRANCISCO OFFICE**  
232 MONTGOMERY ST.

**LONDON OFFICE**  
36 BISHOPSGATE, E. C.

**LYONS OFFICE**  
27 PLACE TOLOZAN

TELEPHONE KEARNY 1696

**T. J. Moynihan & Co.**  
**BOILER  
WORKS**

**STATIONARY AND MARINE  
BOILERS AND OIL TANKS  
OF ALL KINDS**

Built according to draw-  
ings or specifications

**MARINE REPAIRING OF EVERY  
DESCRIPTION and SHEET IRON  
WORK** executed at the shortest  
notice on the most reasonable terms

W. L. GILL, Manager

**401 FOLSOM STREET**  
Southwest Corner Fremont  
San Francisco

**AMERICAN TRADING COMPANY**

HEAD OFFICE, 25 BROAD STREET, NEW YORK CITY

**IMPORTERS AND EXPORTERS**  
**CONTRACTORS — ENGINEERS — SHIPPING**

<b>SAN FRANCISCO</b>	<b>SYDNEY</b>	<b>HAVANA</b>
<b>TACOMA</b>	<b>MELBOURNE</b>	<b>CARACAS</b>
<b>NEW ORLEANS</b>	<b>PERTH</b>	<b>MEXICO CITY</b>
<b>TOKYO</b>	<b>BRISBANE</b>	<b>VERA CRUZ</b>
<b>YOKOHAMA</b>	<b>ADELAIDE</b>	<b>BUENOS AIRES</b>
<b>KOBE</b>	<b>MADRID</b>	<b>ROSARIO</b>
<b>SHANGHAI</b>	<b>LONDON</b>	<b>MONTEVIDEO</b>
<b>PEKING</b>	<b>PARIS</b>	<b>RIO DE JANEIRO</b>
<b>HANKOW</b>	<b>BRUSSELS</b>	<b>BAHIA</b>
<b>TIENTSIN</b>	<b>ROTTERDAM</b>	<b>PERNAMBUCO</b>
<b>MILAN</b>	<b>MARTINIQUE</b>	<b>SAO PAULO</b>

PUBLISHERS OF

**"THE EXPORT WORLD AND HERALD"**

IN ENGLISH AND SPANISH

ASK US FOR A SAMPLE COPY AND ADVERTISING RATES



:-: **Directory of Highly Recommended Business Firms** :-:

ESTABLISHED 1850  
CABLE ADDRESS "LANGLEY"  
A. B. C. CODE 5TH ED. IMPROVED 6TH ED.  
BENTLEY-WESTERN UNION 5 LETTER

**LANGLEY & MICHAELS CO.**  
IMPORTERS AND WHOLESALE  
**DRUGGISTS**

DRUGGISTS SUNDRIES, GLASSWARE, PHARMACEUTICAL  
PREPARATIONS, SODA FOUNTAINS AND SUPPLIES

MANUFACTURERS OF  
HYDROGEN PEROXIDE

42-60 FIRST STREET 11-21 STEVENSON STREET  
SAN FRANCISCO

**William Cluff Company,**  
INC.  
SAN FRANCISCO, CALIF.  
IMPORTERS EXPORTERS  
MANUFACTURERS AND CANNERS  
EXCLUSIVE REPRESENTATIVES

CANNED FRUIT, CANNED VEGETABLES  
GROCERIES AND PROVISIONS, SHOES  
RUBBER SUNDRIES, HARDWARE, CHEMICALS  
GENERAL MERCHANDISE

FOREIGN OFFICES  
Shanghai, China Manila, P. I.

**O'Brien, Spotorno & Mitchell**  
WHOLESALE AND RETAIL DEALERS IN  
**POULTRY, GAME and DAIRY PRODUCE**  
AGENTS FOR CANTEL CHEESES

CALIFORNIA ST. BET. MONTGOMERY AND KEARNY  
SAN FRANCISCO, CALIFORNIA

TELEPHONE DOUGLAS 3622  
CONNECTING ALL DEPARTMENTS

TELEPHONE NO. 685  
NO. 147 CONNAUGHT ROAD, WEST  
HONG KONG

**AH PONG**  
HOUSE AND SIGN  
PAINTER

GILDING, POLISHING, GRAINING AND  
SCRAPING, BUILDING CONTRACTOR  
CARPENTER AND CAULKER

**Johnson & Higgins**  
INSURANCE EXCHANGE BLDG.  
SAN FRANCISCO  
**FIRE  
MARINE  
LIABILITY**  
INSURANCE BROKERS and  
AVERAGE ADJUSTERS

**BAYLE, LACOSTE & CO.**  
WHOLESALE AND RETAIL DEALERS IN  
TRIPE, CALVES' HEADS AND FEET, BRAINS, TONGUES,  
SWEETBREAD, LIVERS AND OX TAILS

**CALIFORNIA MARKET**  
444 PINE STREET

PHONES:  
OFFICE, DOUGLAS 3738 FACTORY, BUTCHERTOWN 30  
SAN FRANCISCO, CAL.

CABLE ADDRESS: WESTERN UNION  
BLISS, SAN FRANCISCO TELEGRAPH CODE

**GEO. HERRMANN COMPANY**  
HOPS IN BALES AND CASES  
ANHYDROUS AMMONIA AQUA AMMONIA 28°  
SOLVAY 75% CALCIUM CHLORIDE, SOLID AND  
GRANULATED  
PACKERS OF CROWN BRAND HOPS  
300 FRONT ST. SAN FRANCISCO, CAL.

P. O. BOX 2175  
**A. PALADINI**  
WHOLESALE AND RETAIL FISH DEALER  
FRESH, SALT, SMOKED, PICKLED AND DRIED FISH  
540-554 CLAY STREET  
SAN FRANCISCO

**THE DAIRY FARM, ICE &  
COLD STORAGE CO., Ltd.**  
*Dairy Farmers, Poulterers*  
IMPORTERS OF AUSTRALIAN FROZEN BEEF,  
MUTTON, LAMB AND FRESH BUTTER

MANUFACTURERS OF  
**"CRYSTAL" ICE**  
CONTRACTORS TO  
H. B. M'S. ARMY AND NAVY  
**2 Lower Albert Road  
HONGKONG**  
TELEGRAPHIC ADDRESS: MILKMAID

J. ESCALLE J. DOASSANS  
**J. DOASSANS & CO.**  
PORK PACKERS  
CHOICEST KINDS OF SAUSAGES, HAMS, BACON, ETC.  
CLUB HOUSE AND FRENCH SAUSAGES A SPECIALTY

STALLS NOS. 88 TO 90  
CALIFORNIA MARKET

PHONES: SUTTER 4870-4871 SAN FRANCISCO, CAL.

**PACIFIC ORIENT CO.**  
ESTABLISHED 1901  
EXPORT — IMPORT  
16 CALIFORNIA ST., SAN FRANCISCO, CAL.  
CABLE ADDRESS: COWEN ALL CODES

J. W. LEGGETT B. C. BREMER  
**MATTOON & CO.**  
CUSTOM HOUSE BROKERS AND  
FORWARDING AGENTS  
516 BATTERY ST., SAN FRANCISCO, CALIF.  
PHONE SUTTER 374

PHONE KEARNY 3117  
**A. N. NELSON & CO.**  
EXPORTERS, IMPORTERS AND WHOLESALE  
BUTTER, EGGS, CHEESE, PROVISIONS  
SHIP SUPPLIES, CANNED GOODS  
SALT, SALT FISH, ETC.  
87-89 CLAY ST., SAN FRANCISCO

SMOKE ALEXANDER  
**HUMBOLDT**  
MILD HAVANA CIGARS  
Michalitschke Bros. & Co., Inc.  
DISTRIBUTERS SAN FRANCISCO

Home of the CHICKERING and other pianos  
The AUTOPIANO, Choice of the Navy  
The famous AMPICO Reproducing Piano  
Victrolas, Victor Records and Player Rolls  
Band Instruments and Accessories  
**Byron Mauzy, 250 Stockton St.**  
(On Union Square—Opp. The St. Francis Hotel)  
VISITORS ARE WELCOME

**Charles L. Goetting & Co.**  
DEALERS IN  
DOMESTIC AND TROPICAL FRUITS & PRODUCE  
**CALIFORNIA MARKET**  
PHONE DOUGLAS 3761  
SAN FRANCISCO

TELEPHONE KEARNY 3530  
**CONSOLIDATED OYSTER CO.**  
PACKERS  
ANTLER BRAND  
FRESH FROZEN OYSTERS  
IMPORTERS, PLANTERS AND WHOLESALE DEALERS  
GENERAL OFFICE  
CALIFORNIA MARKET SAN FRANCISCO, CAL.

PHONE DOUGLAS 3586  
**W. S. ALEXANDER**  
GENERAL INSURANCE AND MERCHANDISE BROKERS  
CONTRACT AND SURETY BONDS  
BURGLARY AND ACCIDENT INSURANCE  
AUTOMOBILE POLICIES AND CUSTOMS CONTRACTS  
525 MARKET STREET SAN FRANCISCO



## E. CLEMENS HORST CO.

Choicest California, Oregon  
and Washington Brewing

### Hops

Three Star and Rose Brands  
Package Hops

### Chevalier and Bay Malt

San Francisco, New York, Chicago  
London

Cable Address All Offices:  
CLEMHORST  
All Standard Codes

Largest Hop Growers in the World

## Schweitzer & Co., Inc.

Wholesale Butchers  
and Meat Jobbers  
136-148 FIFTH STREET  
SAN FRANCISCO

TELEPHONE—SUTTER 626

MEL. SCHWEITZER, Pres. and Gen. Mgr.

HONOLULU'S LEADING ORIENTAL STORE

## The Japanese Bazaar

K. ISOSHIMA, Prop.

1180-1184 Fort St., Honolulu, T. H.  
P. O. Box 875

Mail orders promptly attended to

PHONES: MAIN 5670  
19806

## YASUHARA CO.

STEAMSHIP

PROVISION SUPPLIES  
OFFICE 115 N. SAN PEDRO ST.

Passenger Agent  
TOYO KISEN KAISHA 219 Jackson St.  
(ORIENTAL S. S. CO.) Los Angeles, Cal.

P. O. BOX 852

TELEPHONE 805  
NEW 2605

## AH CHEW BROTHERS LEE CHUCK

725 ALAKEA ST., OPP. GREGG CO. NEXT DOOR SEAMEN'S  
INSTITUTE, NEAR ALAKEA WHARF

HONOLULU, T. H.

DEALERS IN  
DRY GOODS, GROCERIES, FRUITS AND VEGETABLES  
OF ALL KINDS,

GUARANTEED IN GOOD ORDER

DELIVERED TO ANY PART OF THE CITY FREE OF CHARGE  
SHIPS' SUPPLIES A SPECIALTY. DELIVERIES MADE  
ON SHORT NOTICE, DAY OR NIGHT

## MARINE INSURANCE

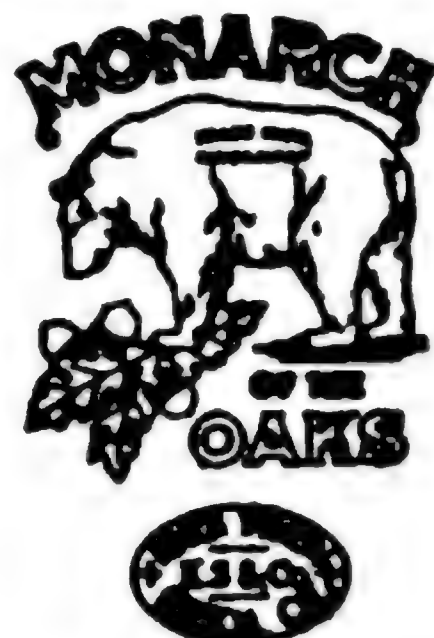
You Can Insure Your Baggage  
on Sea and Land

Against Fire and Theft and All the  
Perils of Navigation and  
Transportation

## AETNA INSURANCE COMPANY

325 California St., San Francisco

Castle & Cooke Ltd., Agts., Honolulu  
Settling Agents in all parts of the world



## "BEAR BRAND"

California Oak Bark

## SOLE LEATHER KULLMAN, SALZ & CO.,

Incorporated

603 Wells Fargo Building  
San Francisco, Calif., U. S. A.  
Cable Address "Kulmansals"

## HONOLULU DAIRYMEN'S ASSOCIATION

HONOLULU, T. H.

PURE MILK AND CREAM

WE MAKE A SPECIALTY OF CERTIFIED BABY MILK.  
GIVE US YOUR ORDER AND WE WILL DELIVER ON  
BOARD IN ANY QUANTITY. BRICK ICE CREAM DE-  
LIVERED TO REFRIGERATOR OF STEAMER.

## H. N. COOK BELTING CO.

MANUFACTURERS

## LEATHER BELTING

SAN FRANCISCO, U. S. A.

## JUST OUT

## TERRY'S GUIDE

TO THE JAPANESE EMPIRE

The Newest and Most Complete Guide-book

PRICE \$5.00 PER COPY

AT ALL BOOKSELLERS OR  
"JAPAN" 625 MARKET STREET, SAN FRANCISCO

## LEVENSON COMPANY

ESTABLISHED 1873

CUTLERY, HARDWARE, HOTEL WARE, KITCHEN WARE  
TIN WARE, WILLOW WARE, WOODEN WARE  
ALUMINUM WARE, JANITORIAL SUPPLIES

325-327 MARKET ST., SAN FRANCISCO  
FORMERLY FRONT AND PINE STS.

## THOS. COOK & SON

TOURIST, STEAMSHIP &  
FORWARDING AGENTS  
BANKERS, ETC.

## "Travel Without Trouble"

INCLUSIVE CONDUCTED TOURS

MANILA: Manila Hotel  
PEKING: Grand Hotel de Pekin  
YOKOHAMA: 32 Water Street  
HONGKONG: Des Voeux Road  
SHANGHAI: 15 The Bund

Chief Office

LUDGATE CIRCUS, LONDON

San Francisco, 53 Post Street  
New York, 245 Broadway

"JAPAN" IS ONE OF THE  
PRODUCTS OF OUR PRINTING DEPT.

## A. CARLISLE & CO.

STATIONERS, PRINTERS  
LITHOGRAPHERS, BOOKBINDERS

PRINTING AND BOOKBINDING  
IN ALL ITS BRANCHES

251 BUSH STREET

SAN FRANCISCO

CALIFORNIA

## PANAMA AGENCIES COMPANY

EXPORTERS - IMPORTERS  
STEAMSHIP AGENTS

## COLON—PANAMA BALBOA

POST OFFICE ADDRESS:

ANCON, C. Z.

Cable Address: "PANACO"

Agents in the Canal Zone and Republic  
of Panama for

TOYO KISEN KAISHA  
(ORIENTAL STEAMSHIP CO.)

## McCabe, Hamilton & Renny Co., Ltd.

### STEVEDORES

SHIPS' MAIL IN OUR CARE PROMPTLY  
DELIVERED

HONOLULU, T. H.

CODES:

WATKINS, SCOTT'S, 9TH ED., A-1, A. B. C.

CABLE ADDRESS:  
"RENNY"





## ORIENTAL HOTEL-KOBE FINEST IN THE FAR EAST

*Cable Address: "Oriental" KOBE*

*American Plan—Rates on Application*

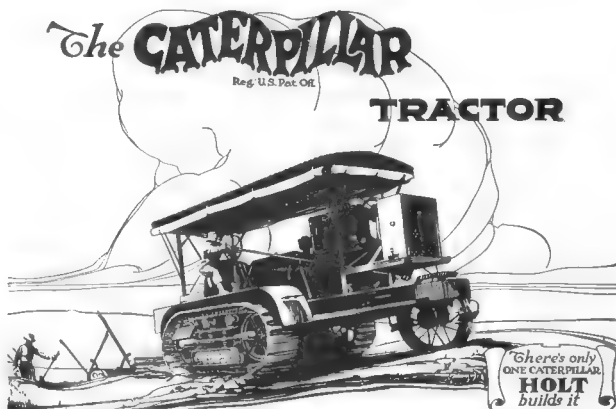
Located on the Bund and in the Center of the Business Section of the City. Five minutes' walk from Sannomiya Station and the American Harbors. Roof Garden Commanding Unobstructed view of Harbor and City with Hills in the Background. Fireproof, Steel, Stone and Brick Building. Hot and Cold Running Water, Steam Heat and Telephones in Every Room. Electric Elevator Service. Large and Handsome Foyer. Best Orchestra

in Japan. European Steward. Completely Equipped Garage. New Banquet Ballroom and Theatre recently completed and now open for Private Dances, Receptions, Theatricals, Dinners, Lectures, Concerts, Motion Pictures, and meetings of all kinds. Banquet capacity, 350 persons; concert capacity, 700 persons. Completely equipped stage with scenery, lights and dressing rooms. European steward in charge.

*Under the Personal Direction of KENT W. CLARK*



*View of the New Ball Room, Oriental Hotel, Kobe, showing hardwood dance floor and stage at far end.*



## *~ a farm-business machine*

Built into every "Caterpillar" Tractor is a big, sound farming-business principle: lowest cost per working hour.

To the manufacturer this principle demands the construction of the very best, the most efficient machine manufacturing skill can produce—a machine accurate to a hair's breadth in every detail—one that stands up under the heaviest work any tractor can be called upon to perform.

To you this principle means that the "Caterpillar" Tractor will pay back in shortest time every dollar you invest in it. It is a farming-business proposition pure and simple. It enables you to

plow better and more economically; it enables you to cultivate better and more economically; it enables you to harvest better and more economically.

"Caterpillar" Tractor owners all over the world have proved the truth of these statements. The "Caterpillar" Tractor's record in war and in peace is a story of exceptional performance at lowest cost per working hour.

If you are interested in cutting down your farming expenses by modern tractor methods—write today for the story of the "Caterpillar" Tractor so that you can judge for yourself.

## THE HOLT MANUFACTURING COMPANY

San Francisco

STOCKTON, CALIF.

PEORIA, ILL.

Los Angeles

MITSUI & CO., Ltd.  
Japan, Formosa, Korea and Manchuria

PACIFIC COMMERCIAL CO.  
Philippine Islands

THE DAVIS COMPANY, Ltd.  
Singapore and Dutch East Indies



# CUNARD LINE



FIREPLACE  
IN  
PALLADIAN LOUNGE



R.M.S. "AQUITANIA"

## Passenger and Freight

New York—Cherbourg—  
Southampton  
New York—Liverpool  
New York—London  
New York—Bristol  
New York—Antwerp  
New York—Rotterdam

New York—Glasgow  
New York—Mediterranean  
Boston—Liverpool  
Boston—London  
Philadelphia—Liverpool  
Philadelphia—London  
Philadelphia—Bristol

Baltimore—Bristol  
Halifax—Southampton  
Halifax—Liverpool  
Halifax—London  
Portland, Me.—London  
Portland, Me.—Bristol  
America—Levant

## 25 BROADWAY, NEW YORK

60 N. Forsyth St. .... ATLANTA  
107 E. Baltimore St. .... BALTIMORE  
108 State St. .... BOSTON  
140 N. Dearborn St. .... CHICAGO  
Hotel Cleveland Bldg. .... CLEVELAND  
1227-1229 Washington Blvd. .... DETROIT  
Metropolitan Life Bldg. .... MINNEAPOLIS  
300 St. Charles St. .... NEW ORLEANS  
21-24 N. 3rd St. .... NEW YORK  
1200 Walnut St. .... PHILADELPHIA  
443 West Washington St. .... PHOENIX  
712 Northfield St. .... PITTSBURGH  
108 Middle St. .... PORTLAND, ME.

1135-57 Olive St. .... ST. LOUIS  
501 Market St. .... SAN FRANCISCO  
621 Second Ave. .... SEATTLE  
617 14th St., N. W. .... WASHINGTON

## CANADA

Granville and George Sts. .... HALIFAX  
30 Hospital St. .... MONTREAL  
103 St. Peter St. .... QUEBEC  
102 Prince William St. .... ST. JOHN  
50 King St., E. .... TORONTO  
422 Hastings St., W. .... VANCOUVER  
210 Main St. .... WINNIPEG



Steam Ship Ticket Dept.  
UNION TRADING COMPANY  
800 MARKET ST., HONOLULU, HAWAII.

For detailed sailing schedules  
on North American-Orient  
Line, see pages 62 and 63  
of this issue.



# TOYO KISEN KAISHA

SERVICES

San Francisco  
to Orient and  
South America



The semi-tropic route along the pathway of the sun, calling at  
HONOLULU, YOKOHAMA, KOBE, NAGASAKI, DAIREN, SHANGHAI, MANILA, HONGKONG  
Fast and frequent sailings about every two weeks, on steamers unexcelled in size, safety, comfort and luxury,  
including the palatial S. S. Taiyo Maru, the largest in passenger accommodations entering San Francisco.

**DIRECT SERVICE TO SOUTH AMERICA VIA CANAL AND WEST COAST PORTS**

Passenger and Freight Office, 625 Market Street, San Francisco.



# J A P A N







## TO THE END OF THE TRAIL

Our Foreign Department directly connects American enterprise with the world's routes of trade—reaches to the ends of the most remote business trails.

*Anglo service* meets the every requirement of International Commerce.

### OFFICERS

HERBERT FLEISHHACKER  
PRESIDENT  
MORTIMER FLEISHHACKER  
VICE-PRESIDENT  
J. FRIEDLANDER  
VICE-PRESIDENT  
C. F. HUNT  
VICE-PRESIDENT  
HARRY COE  
VICE-PRESIDENT  
W. E. WILCOX  
VICE-PRESIDENT AND CASHIER

J. W. LILIENTHAL, JR.  
VICE-PRESIDENT  
FRED F. OUER  
ASSISTANT VICE-PRESIDENT  
V. KLINKER  
ASSISTANT VICE-PRESIDENT  
J. S. CURRAN  
ASSISTANT VICE-PRESIDENT  
J. W. HARRISON  
ASSISTANT VICE-PRESIDENT  
E. R. ALEXANDER  
ASSISTANT VICE-PRESIDENT

JOHN GAYLE ANDERTON  
ASSISTANT CASHIER & SEC.  
GEO. A. VAN SMITH  
ASSISTANT CASHIER  
EUGENE PLUNKETT  
ASSISTANT CASHIER  
L. J. AUBERT  
ASSISTANT CASHIER  
F. J. HOAGLAND  
ASSISTANT CASHIER  
V. R. PENTECOST  
ASSISTANT CASHIER

### DIRECTORS

ROBERT DOLLAR  
PRESIDENT DOLLAR STEAMSHIP CO.  
K. R. KINGSBURY  
PRESIDENT STANDARD OIL CO. OF CALIFORNIA  
CHAS. C. MOORE  
PRESIDENT CHAS. C. MOORE & CO.  
M. FLEISHHACKER  
PRESIDENT GREAT WESTERN POWER CO.  
EDWIN A. CHRISTENSON  
SHIPPING AND LUMBER  
R. D. ROBBINS, JR.  
PRESIDENT BANK OF SUISUN  
ADOLFO STAHL  
EXPORTER AND IMPORTER

HERBERT FLEISHHACKER  
PRESIDENT  
WM. F. HUMPHREY  
ATTORNEY  
JOHN D. SPRECKELS  
PRESIDENT J. D. SPRECKELS & BROS. CO.  
SIG. STERN  
LEVI STRAUSS & CO.  
J. R. HANIFY  
SHIPPING AND LUMBER  
A. W. FOSTER  
CAPITALIST

J. J. MACK  
CAPITALIST  
J. C. MCKINSTRY  
ATTORNEY  
C. F. HUNT  
VICE-PRESIDENT  
M. MEYERFELD, JR.  
CAPITALIST  
WALTER E. BUCK  
CAPITALIST  
W. E. WILCOX  
VICE-PRESIDENT AND CASHIER

RESOURCES OVER ONE HUNDRED MILLION DOLLARS

**The Anglo & London Paris National Bank  
OF SAN FRANCISCO**



## Classified Directory of Leading Business Firms

Agricultural Tractors	
Holt Mfg. Co. (Caterpillar).....	72
Air Flights	
Walter T. Varney.....	56
Automobiles	
Dun Lee.....	47
Harold L. Arnold.....	58
Banks	
Anglo & London Paris Nat'l Bank	
Inside Front Cover	
Bank of Italy.....	55
Bank of China.....	57
International Banking Corporation.....	64
Ladd & Tilton Bank.....	59
Mitsui Bank.....	60
Boilers	
T. J. Moynihan & Co.....	68
Coal	
King Coal Co.....	3
Cigars	
Michalichits Bros. & Co.....	69
Coffee	
Caswell's Coffee.....	56
M. J. Brandenstein & Co.....	61
Dock Yards and Shipbuilding	
Hongkong & Whampoa Dock Co.....	61
The Takao Dockyard & Ship Co.....	61
Druggists	
Langer & Michaels.....	55
McDonald's Remedy Remedy.....	55
Furs	
I. Magnin & Co.....	62
Florists	
Pedesta & Baldoni.....	56
Freight Forwarders and Shippers	
Devies, Turner & Co.....	66
Matteson & Co.....	69
Oregon Pacific Co.....	69
Golf Balls and Clubs	
St. Mungo Mfg. Co.....	56
Hardware	
Levenson Co.....	70
Marshall-Newell Supply Co.....	69
House Furnishings	
W. & J. Sloane.....	52
Hops, Malt, Beer	
Geo. Hermann Co.....	69
E. Clemens Horst.....	70
Hotels	
Alexandria, Los Angeles.....	66
Amberley Hotel, Atlantic City.....	44
Amberley Hotel, Los Angeles.....	44
Amberley Hotel, New York.....	44
Asonia, New York.....	50
Bellevue-Stratford, Philadelphia.....	54
Biltmore Hotel, New York, N. Y.....	50
Bolton Hotel, New York, N. Y.....	50
Club Hotel, Los Angeles, Cal.....	54
Clarke Hotel, New York.....	54
Commodore Hotel, New York, N. Y.....	50
Del Monte Hotel, Del Monte, Cal.....	54
Drake Hotel, Chicago.....	54
Hongkong Hotel, Hongkong, China.....	49
Hotel Cleveland, Cleveland.....	53
Japan Hotel Association.....	50
Martineau Hotel, New York.....	49
McAlpin Hotel, New York.....	54
Murray Hill Hotel, New York, N. Y.....	54
Oakland Hotel.....	48
Oriental Hotel, Kobe, Japan.....	71
Palace Hotel, San Francisco.....	62
Plaza Hotel, San Francisco.....	47
Rosely Hotel, Los Angeles.....	47
St. Francis Hotel, San Francisco, Cal.....	50
Stewart Hotel, San Francisco, Cal.....	45
Temple Court.....	45
Waldorf-Astoria Hotel, New York.....	54
Woodstock Hotel, New York.....	41
Whitcomb Hotel.....	41
Iron and Steel	
T. J. Moynihan & Co.....	68



Volume X

Number 15

DECEMBER - - 1921

(Published on November 1st, 1921)

Price, 15 Cents Per Copy. \$1.50 Per Year.

## CONTENTS

	Page
Cover Design—The Owl	
By Chlura	
Frontispiece—Shopping in Nagasaki	4
Shops and Shopping in Japan	5
By Cora A. May	
Japan is Not a Nation of Warlike Propensities	12
The House of Hospitality is Opened Again	14
By Samuel Keith Jamieson	
Art, the Flying Shuttle in the Tapestry of Civilization	22
By Mary C. Dodge	
Zenjiro Yasuda Called by Death	29
Editorial	31
For the Wardrobe of the Well Dressed Woman	33
News of the Japan Societies in America	34
Kent Clark, Manager of the Oriental Hotel, Arrives	35
Japanese Delegates to Disarmament Conference	36-37
Given Enthusiastic Welcome	
Viscount Shibusawa—An Appreciation	46
By an Admirer	
First Impressions of America	48
Across the Pacific	60
Trans-Pacific Sailing Schedules	62
Toy Kisen Kaisha Representatives and Agents	64
This magazine is distributed through tourist and ticket agencies in the United States, Honolulu, Japan, China, India, Australia, the Philippines and other countries. In addition it is circulated on steamers of the Toy Kisen Kaisha and other S. S. lines, and mailed to exporters and importers of America and the Orient and in response to inquiries for rates, schedules and other information. "Japan" reaches a select class of prospective tourists and travelers, travel information bureaus, hotels, importers, exporters, shippers, engineers, etc. The monthly circulation of "Japan" is guaranteed by the Toy Kisen Kaisha.	
COPYRIGHT 1921, BY JAMES KYLE STEWART	
Advertising rates will be furnished upon application.	
CONTRIBUTIONS—Travelers are invited to send to the Editor photographs, stories or items of interest regarding the steamers or the territories reached by the Toy Kisen Kaisha. Due credit will be given the author or the artist for all matter used.	
Insurance	
Actua Insurance Co.....	70
W. S. Alexander.....	69
Johnson & Higgins.....	69
Importers and Exporters—In America	
American Trading Co.....	65
E. Clemens Horst Co.....	70
Langer & Michaels.....	69
A. N. Nelson & Co.....	69
Panama Agencies Co.....	70
Pacific Orient Co.....	66
Laundry	
Metropolitan Laundry Co.....	57
Laundry Machinery	
Troy Laundry Machinery Co.....	45
Lewther	
H. N. Cook Belling Co.....	70
Kullman, Sala & Co.....	70
Musical Instruments	
Byron Maury (Pianos).....	69
Oriental Stores	
The Japanese Bazaar.....	70
Petroleum Products	
Union Oil Co.....	53
Paints and Painting	
Ab Pong.....	66
Printing	
A. Carlisle & Co.....	70
Provisions—Ship Supplies	
Bayle, Lacoste & Co.....	69
Ab Chew Bros.....	70
W. S. Alexander.....	69
Consolidated Oyster Co.....	65
J. Douglas & Co.....	69
Dairy Farm Co. Ltd.....	69
Chas. L. Goetting & Co.....	69
Honolulu Dairymen's Association.....	70
O'Brien, Rotorno & Mitchell.....	69
A. Walden.....	69
Schwitzer & Co., Inc.....	70
Yanham Co.....	70
Publications	
Los of Circumnavigators' Club.....	66
Terry's Guide in Japan.....	70
Railroads	
Yosemite Valley Railroad.....	47
Imperial Government Railways.....	67
Restaurants	
Golden Pleasure.....	56
Sailing Schedules	
On Pacific.....	62-63
Silverware	
International Silver Co.....	53
Steamship Companies	
Cunard Line.....	Inside Back Cover
Indo-China Steam Nav. Co.....	68
Toy Kisen Kaisha.....	Back Cover
Steamship Agents	
Toy Kisen Kaisha.....	64
The Cook & Son.....	70
American Express Co.....	48
Oregon-Pacific Co.....	65
Storefronts	
McCabe, Hamilton & Renny Co.....	70
Structures	
Holt Mfg. Co. (Caterpillar).....	72
Tourist Agents	
American Express Co.....	48
The Cook & Son.....	70
Japan Hotel Association.....	50
Women's Apparel	
I. Magnin & Co.....	62



TOYO  
KISEN KAISHA  
S.S.

KOREA MARU  
TAKING  
KING COAL  
FOR BUNKERS  
AT  
SAN FRANCISCO  
*furnished*

**KING COAL COMPANY**  
EXCHANGE BLDG. 369 PINE STREET  
SAN FRANCISCO





# Hotel Del Monte California

**A place where it is summer  
all the year—**

not the hot summer of the tropics, nor the high temperatures of the Mid-West, nor yet the mildness of the East—but the delightful cool summer of California's Coast.

***There is no Place Like Del Monte***

Del Monte is the ideal place in which to spend a few days before sailing or after returning from abroad. It offers every facility for out door sport.

ONLY 4 HOURS BY TRAIN FROM SAN FRANCISCO. 126 MILES  
OVER FINEST MOTOR ROAD IN THE WORLD

**American Plan Only—Super Excellent Table**

Wire or wireless reservations at our expense

**Carl S. Stanley**  
MANAGER

Below: The Lodge at Pebble Beach facing the Sea





When the ships stop in Nagasaki, passengers enjoy the day ashore, visiting the unique shopping and teahouse quarter. Nagasaki is famous for its tortoise shell wares. The factories where these goods are made adjoin the salerooms and customers can see the merchandise in process of manufacture. On festival days the streets are ablaze with decorations. Flags, banners, lanterns, and green branches of trees, adorn all the shop fronts, their bright colors making a sharp contrast with the dark wood and presenting a scene of fascinating variety, which is intensified by the continuous stream of people passing by.





## SHOPS AND SHOPPING IN JAPAN

By CORA A. MAY

**I** PRICKED up my ears, when, some years ago, I heard a most learned man, the head of one of our great universities, telling of the fascinations of the curio shops of Japan; for when a man says anything good of any shop whatsoever you may depend upon it that shop is something out of the ordinary and well worth a visit. So I naturally looked forward to the time when I might see for myself, what these shops really were like and whether they justified his opinion. And when the happy day came and I found myself in that enchanting land, revelling in its attractions, I came to feel that the half had not been told me about the curio shops and not a hundredth part about the other attractions of Japan.

The curio shops are most attractive; they are different from those of any other land, principally because in them you find exclusively the products of the country itself, not things gathered from the four quarters of the globe. Then there are the hosts of other shops quite as interesting, though in a different way, and infinite in the range of stocks which they carry. There are those which are filled with costly and beautiful wares; again there are those which boast of nothing more than a showing of primitive little toys, some with "singing" frogs and a "line" of insects. Then there are the department stores, so full of novel features that you could spend days there finding at every turn something to interest and amuse you. These three, together with what I may call the "out of door" shops, are the four kinds where we found so much entertainment.

Until you go to Japan you never stop to think how many shops it takes to supply the demands of this country's upwards of fifty millions of people, but when you get there you find them on every hand. The limits of the shopping districts in the cities, towns and villages, are the limits of the cities, towns and villages themselves! Everywhere are shops, shops, shops! As you look from some vantage ground, like the upper balcony of the Maple Tea House in Tokyo, for instance, over the vast sea of shining grey tiled roofs under which dwell its two millions of inhabitants and reflect that the first floor in almost every one of them is given over to a shop, you can form some idea of how many there are. The first time

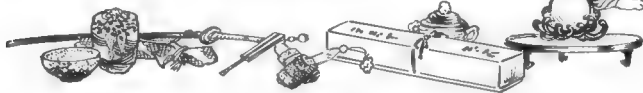
you notice how omnipresent the shops are, is usually, shortly after your arrival when you leave your hotel in a comfortable rubber-tired ricksha for a round of sight seeing. The smiling ricksha boy takes you down the narrow lanes to avoid the traffic of the crowded thoroughfares and, as if it wasn't enough fun to be riding along in one of the most satisfactory vehicles you have ever been in, through the streets of a strangely interesting city, you have your cup of pleasure filled almost to the brim by a close-up view of a multitude of the most fascinating shops you have ever beheld! There they are, the fan shops, the porcelain shops, the bag shops, the ivory, flower, sweetmeat, lacquer, bronze, silk, lantern, furniture shops until your head swims as you try to see just a few of the things these little shops contain!

Many things have conspired to make Kyoto a wonderful place for shopping and it was here that we found the curio shop in greater variety and in more alluring form and where its fascinations were more keenly felt. Here in its shops we found many things to tempt us whether the preference was for textiles, bronzes, prints, lacquers or porcelains. There were beautiful Genroku period kimono; priest's robes with their mosaic of soft colors; squares of Kara Ori brocades, that old brocade which was used by the nobles for their "no dance" costumes and which the dealers all speak of in somewhat hushed tones as if of something rather sacred. Now and then we came across a rare old illustrated book by one of the masters of the Tosa or the Kano school of painting, and were so fortunate as to see a collection of all the belongings of a court lady of the olden times; the dainty fans, the combs, the "vanity cases" of that period and the pocketbooks. Then, too, there were always numbers of Samurai swords with their furniture, and now and then a print, although it was the frequently expressed opinion of the dealers that it was "too late, too late" to collect prints. At such an establishment the articles were brought in one at a time so that you could enjoy each one undistracted by the presence of other things.

It seems to me that there is not another country in the world where the shop-keepers take more satisfaction than they do in Japan, in making shopping a pleasure to their customers. How many dealers you will find here



One of the interesting things about the department stores in Japan is the way they check the "geta" or wooden slippers which are worn by the majority of the customers. These are left at the entrance and then claimed at the exit, which is at another door.



entering into the task of serving you with evident pleasure and as they bring things out for your inspection will tell you quaint stories about the different patterns shown in the textiles. They will tell you of the introduction into Japan from China of the art of weaving and of how Hideyoshi invented the slogan of "beat the Chinese" to spur them on to better work. They will point out certain colors which were introduced by this or that artist; of how one discovered a way of preparing the silver thread so that it would not tarnish; of how Kanaoka made the "tied and dyed" work and reproduced the deer spots, the small white spot with a tiny dark speck in the center, which is seen in large or small masses in almost every Japanese design! Of how I sen perfected his way of dyeing which gave his name to all the finely dyed crepes, silks and wools.

They told us bits of the history and development of costumes and the laws which were enacted from time to time to curb the growing extravagance in dress of the common people so that a curio shop of this kind seemed more like a new and delightful kind of educational institution presenting a comprehensive course in the arts and crafts of Japan.

Many of the curio dealers when they learn what sort of things interest you, will bring a number of them to your hotel for your inspection at your leisure. This was only one of the many pleasant phases of shopping in Japan. Many pleasant hours we spent in this way. A knock would come at our door just after we came up from dinner, and when we opened it we would find the merchant, bowing low, sliding his slender coffee colored hands

down to his knees, drawing in his breath and saying by way of salutation: "thank you very much!" which was the invariable greeting of this particular dealer! Behind him, staggering under a bundle, bigger, almost, than himself, would be one of his clerks; the bundle done up in one of those cloths which the Japanese use in place of wrapping paper and for which, prettily patterned as they usually are, you want to negotiate on the spot! The bundle was then brought into the room and the knots untied and then the fun began! The first time he came he brought priest's robes and it was most interesting to see how one, so well versed in the art of salesmanship, proceeded. He brought forth the pieces one at a time, and kneeling on the floor, threw back a corner, giving it a caressing stroke, before he unfolded the whole to our admiring gaze; giving us plenty of time to inspect it and take in all its beauty, watching us narrowly, but saying very little.

Oh subtle flattery! To show us in this way how unnecessary he knew it was, to point out to such as us the peculiar excellency of any piece.

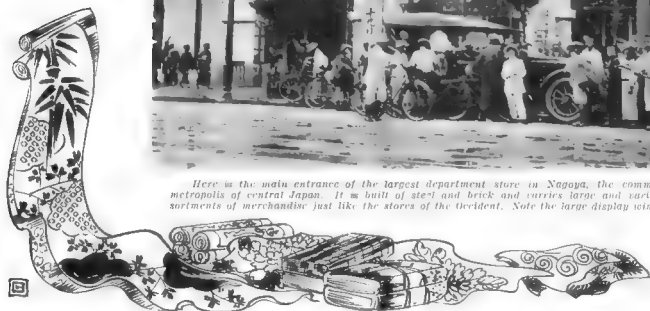
We on our side controlled ourselves and did not let it be seen too clearly how we were drinking in the beauty of the robes spread out before us. Now and then he would make a statement as to the probable date of a piece, or venture to say that old priest's robes were getting very scarce and almost impossible to obtain. All the time he was showing the robes we knew he was working up slowly through the inferior ones to his climax and he knew that we knew it, but it was the only way to proceed and the most intriguing. By the time he had shown his







Here is the main entrance of the largest department store in Nagoya, the commercial metropolis of central Japan. It is built of steel and brick and carries large and varied assortments of merchandise just like the stores of the Occident. Note the large display windows.



chief treasure the tables and chairs were draped with the soft-toned robes and he had sensed fairly clearly which ones had met with favor and was glad to leave them over night and even a day or two longer on a chance of their beauty becoming so apparent that a sale would be assured.

Early in our shopping experiences we discovered that our pleasure was by no means measured by the amount of money we spent. We had, for instance, no end of a good time making a small collection of textiles and for a time we specialized on "scraps"—scraps of tapestry, scraps of brocade, velour, of crepe and cotton. We really began our collection one day when we had started to visit some of the eight hundred temples with which Kyoto is blessed and were going up Tea-pot Lane on our way there. The lane is narrow and rather steep and the ricksha boys go at a pace that allows of rather a complete survey of the small open shops as you pass. As we went by one we caught sight of a basket of scraps, the kind that are in demand by the weavers who use them as models and copy the patterns and weaves. We called out to the boys: "Mate, mate, mate!" and finally they stopped, turned around and let us out, when we went into the shop to make our selection. This shop keeper had some very pretty cottons, some of them very old for which he asked very large prices but many of the pretty ones were to be had for a song, and of these we bought a number. Soon after this we made a rich "haul" and spent a very pleasant afternoon while the rain was coming down steadily outside, in the shops of one of the larger dealers, who, when he found we were interested in odds and ends

of textiles obligingly brought out from the depths of his shop his "rag bag." And such a rag bag as it was! full of the most lovely bits of woven stuffs of all kinds, of all periods. The Japanese know better than to destroy anything of this nature, no matter how small the scrap may be. We were much amused at one shop where we asked them if they could by any chance show us a piece of the rare old "Inken" brocade. "Oh, yes," they said proudly, and returned presently with a wisp of paper which they unfolded to disclose a shred of black and gold which you could hardly see but which they displayed with much pride. After we had looked at it and tried to be properly impressed, it was, I suppose, returned to the safe. But to return to the rag bag; this particular one was nothing less than a good sized telescope basket and you can imagine what a lovely time we had pawing over the contents and finding examples of the things we were in search of. And after this the obliging dealer sent for his mother and she had quite a different range of things in her basket and we leaved on that; then the young brother-in-law was sent (or—the one who, on a former occasion, showed us his collection of historic dolls—and he brought his basket and we got some lovely things from that. So take it all in all we had a very pleasant and a very profitable afternoon and added not only to our collection of textiles, but to our store of information about them—information which is so hard to gather, inasmuch as it has been so little written about in English. After this we only made a few additions and then called our collection finished for the time being. The next step was to get a pretty brocade-covered scrap book, take it to the dealer



Japanese store keepers believe in displaying their goods and most of the shops are open in the front and have their wares within easy reach of all customers. The porcelain store in "Teapot Lane" in Kyoto, shown above, is an excellent example of these small retail stores.



of whom we had bought so many of our pieces and he had them all neatly cut and pasted into the book for us. The larger pieces which we did not want to cut were reserved and later found a place in a portfolio covered with a piece of patchwork made of beautiful pieces of "kin-ran," which we bought of a man in Sendai. Here, then, at a comparatively small outlay, we had a collection which could not fail to interest anyone with a fondness for Japanese pattern and color harmony.

The Japanese handbag is such a very quiet affair that it was some time before we took any notice of it at all, but one day we saw a pretty one and it led to our first visit to a bag shop. We had gone one warm afternoon in Kyoto in our rickshas down a leafy avenue known as Temple street to a tea garden over in the region of Tea-pot Lane, and were sitting on one of the small tables sipping our tea when Ijin San spied this pretty bag in the hands of a Japanese lady who, with her husband and friend, were sitting cross-legged drinking their tea. I must digress a moment to say that Ijin San was the name I gave my friend with whom I went to Japan—bestowed upon her on the lovely day we took our first ricksha ride out along the country side to Lake Biwa. "Ijin San" is the children's greeting to the "lady foreigner" and it came to us as we rode along from scores of little throats. All the little sisters and brothers, with smaller sisters and brothers, and every little toddlekins bringing up the rear of every detachment of the procession waved to us and called out in their shrill treble voices the greeting, "Ijin San, Ijin San, Ijin San!" in a

long, drawn out chorus that lasted until our return to Kyoto in the late afternoon. "Kirei" (pretty) said Ijin San to the lady of the bag, nodding and smiling, and pointing to the bag. This was, to be sure, before we had been to Koyasan, the old monastery on the mountain top, and had been taken in hand there by a youngster and given a thorough drilling in the pronunciation of the word. It was while we were eating our evening meal and were looking out over the lovely garden, that he rested his chin comfortably on the table which, being of the height provided for foreigners, was just "chin high" for him and repeated the word over and over again until he was satisfied with the way we trilled the "r" and gave the sound to the "ei." It sounded like "key ray" and by the way he drew in his breath and by other indications we knew he was satisfied with his efforts on our behalf. However faulty may have been Ijin San's pronunciation at this time, the lady of the bag understood, and showed the same pleasure that a woman does the world over at having her bag admired. She smiled back at Ijin San and then Yamaguchi, at our request, asked her if she would be so good as to tell us where she bought such a pretty bag. She replied most graciously that she had bought it in Theater street and that there were many pretty bags to be had there as well as charming materials out of which ladies could make their own bags, as many did. Fired with the desire to see what we could find we thanked the lady and were soon off on our way to Theater street, the boys padding down the avenue and across the bridge in quick time. Theater street, in





*In sharp contrast with the small stores of Kyoto is this retail section of Tokyo. The above view is along what is known as the "Broadway" of the metropolis, where many of the most modern stores and buildings are to be seen. On the right is one of the large department stores.*



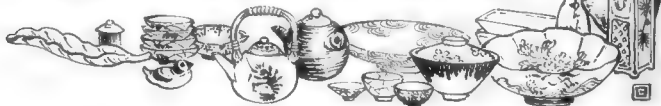
Kyoto, is called Kyogoku, after a prince, and it lies between Sanjo dori and Shijo dori, or in plain English, between Third street and Fourth street. The boys put us down at the corner of Sanjo dori and were waiting for us at Shijo dori when we had made the tour of the district. Vehicles are not allowed in the street, for this narrow way, so quiet on this summer afternoon, is at night turned into one blazing street with electric lights which illuminate a seething mass of human beings; men, women and children, which fills it from end to end, while from it rises a medley of the strangest sounds that have ever greeted an American ear! On our way to the bag shop we went past the jog which breaks the street half way down and past the pretty small house in its own enclosure where the children were brought to listen to the folk tales told by a professional story teller. A little further and to the right we came to the shop we were in search of. It was easy enough to find for bags of all the colors were fluttering from long strings which hung like fringe around the doorway. When we entered we found such a nice comfortable little shop pervaded by that cheerful atmosphere usual in a Japanese shop. We were waited on so pleasantly, perhaps by the shopkeeper's wife or by his son or daughter. As we looked about we took notice, first of the quantities of flame red bags, the kind the children have, here and there all over the shop, and with these gay notes of color in the upper register, all the way down the scale with the pastel shades representing the half tones, wonderful rich harmony of color. Truly the Japanese dyers must be wizards to conjure up

such a multiplicity of beautiful tones! There were many purples, rich blues, vivid oranges, brilliant reds, saffron yellows, turquoise, blues and willow greens; and after we had gloried in the colors for a time we began to notice the fabrics; the soft corded silks, the heavy crepes, the fine cottons and woolsens, and now and then a velour; next we became aware of the beautiful patterns and noticed how well adapted they always were to the fabric upon which they were used. Although the Japanese bag may vary in pattern, fabric or color, it is almost invariably made after the same "plan and specifications." It is just about square and it is drawn up with what "friend father" would call a "puckering string," a heavy cord drawn through a finer cord which is knotted into the edge of the bag; and such attention do they give to details that the color of this drawstring often supplies the needed accent. We bought several of the pretty things, some for the lovely color, some for the rich stuff of which they were made, and again some for the beauty of the design.

It was not until some weeks later when we went to a shop in Yokohama to buy a bag for Yamaguchi's wife that we realized what a serious matter it is to select a bag as a gift for a particular individual. On this occasion, we took into consultation the young salesman, but he in turn applied to one of the women who came to his assistance. We were quite taken aback when we found what an amount of data had to be forthcoming in order to approximate a fitting choice. And the bag they finally selected was so "grandmotherly" in color and the whole



*At the end of a typical shopping street in Yokohama is "the teahouse of a hundred steps," a favorite rendezvous for visitors, who are rewarded for their climb up the long flight of stairs by a superb view over the city and the harbor. This street is like a thousand others in Japan.*



effect was so sombre that I felt extremely doubtful whether, after all, we had bought just the right thing. Truly the selection we had made in the little bag shop, entirely without expert advice must have been quite all wrong! Somewhere about this time it was borne upon us that the bag is the Japanese version of the "pocket" and the reason for there being so many bag shops was satisfactorily explained by the fact that the Japanese have just the same weakness for pockets as the men and women of any other country. In another little shop where they make a specialty of purses, cigarette cases and suchlike, we found them carried out in an infinite variety of materials, beginning with the humble though charmingly designed cottons, the silks and up through the beautiful and fine leathers to the most wonderful serpent skins; the mounting and lining of them all leaving nothing to be desired. I chose a number of the simpler ones—cigarette cases and purses—for use in my work basket for never were there greater incentives to keeping a work basket in order than these same things used as small "containers" for hooks and eyes, buttons and odds and ends of various kinds. The shop that caught our eye as being the gayest of them all was the one where they sell the footwear. There, all set up on end and close together on shelves, the finely plaited straw sandals, the gorgeous red lacquer clogs for the children and all the other varieties with the gayest and brightest of colored straps made a singularly attractive showing. The next prettiest, it seemed to me, were the shops where the ordinary porcelain was sold—what Yamaguchi always called "cheap

stuff"—but which was nevertheless very pretty. Here, too, the wares were piled so closely on the shelves that as we surveyed the shop we wondered how they contrived to arrange all the different sized bowls, the tea bowls, the rice bowls, the soup bowls, the tea pots, the flower vases, so that the whole stock is in sight at once. Such charming paper lanterns as we bought in Kyoto, great white hubbles with the decoration sometimes on an inner bubble, which shines softly through when it is lighted. It was interesting to go to one of the shops where they sold the blue and white "kimono cloth." As the season advances all the sombre kimonos which have been worn all winter disappear and Japan appears in blue and white or black and white. And to a shop like this we went. What a sight greeted our eyes as we entered! Rows and rows of tables running the full length of the large store piled high with lengths of this "kimono cloth."

We visited the big Mitsu koshi in Tokyo as being one of the best examples of the department store in Japan. We were greatly surprised, as I am sure all are, to find that every one of the fifteen thousand shoppers—the daily average—takes off his shoes as he enters! Of course we did the same and went like all the others shuffling or, I had almost said, "pussyfooting" about in our stocking feet. Everything in the Mitsu koshi was attractively displayed and the stock was enormous. It seemed that where the doing up of packages was concerned, the Japanese are past masters. Especially were we struck with this in the department where they sold sweets and all manner of things dear to the Japanese palate. Such packages as





Here is a delivery truck load of goods enroute to one of the stores in Kyoto. The bull hauls it and the driver does the guiding with the long pole at the front of the cart. The store behind is typical of the small business houses, of which there are mile after mile in the city.



we saw here, resplendent in gold lace paper, tied up with many colored ribbons with such cunningly devised knots as only Japanese fingers can tie and laid in boxes with wonderfully decorative inscriptions on them. Surely if the contents of the package even in a measure corresponds with the gorgeousness of its wrappings it must indeed be delicious. I have seen "bean paste" done up so attractively that it was some time before I asked myself why I was eating it.

It would take a volume to tell all the things which interest one about the shops of Japan. I should like to have given some advice about what to bring home to friends, and what not to. I had thought to say something about looking for things in out of the way places, for instance, in the shops in the little villages in rural Japan; I should like to have told about our visits to some of the "out of door" shops; of how near we came to buying a Japanese nightingale and how we *did* buy some insects. In fact when I consider the things I haven't touched on they seem almost more numerous than those I have; but within the limits of an ordinary article, how can one more than enter on such a very rich field as the shops and shopping in Japan.

#### Thomas Petrie, a Honolulu Visitor

Among the passengers on the Tenyo Maru were Mr. and Mrs. Thos. Petrie, who were delegates from Hongkong to the Press Conference recently held at Honolulu. Mr. Petrie has been one of the leading journalists in the Orient for twenty-two years and is editor of the South China Morning Post. He is a member of the Institute of Journalism Great Britain, and Hongkong Justice of Peace.

#### Prominent Japanese Newspaper Man Arrives

Y. Iwanaga, a director of the Kokusai News Agency of Japan, was a passenger on the Korea Maru, en route to Washington, to attend the Conference in the interest of the Agency. Mr. Iwanaga is representative of the younger and most liberal element of the Japanese in commercial and financial circles. Himself a millionaire, he has for some years given his time, money and talents to the development of international relations. It was because of his interest in this side of affairs that he was elected a director of the leading International News Agency in Japan at the last general meeting. Since then he has been closely associated with Mr. J. Russell Kennedy, the general manager, in the conduct of the business. Mr. Iwanaga more particularly has the Japanese side of the undertaking. In Washington Mr. Iwanaga, while in no way connected officially with the Japanese delegation, will be in close touch with the matters under discussion and the Japanese representatives. The Kokusai News Agency is now a concern of increasing influence and importance in Japan, due altogether to the impartiality of its news services and its entire freedom from any form of what is known as "control." It supplies practically the entire newspaper press of Japan with its International News. The Kokusai News Agency also supplies an exhaustive commercial service. It was established seven years ago, entirely as a news importing agency. The Kokusai News Agency supplies no news to points outside of Japan, observing the same rules as the other great agencies. While in America Mr. Iwanaga will visit the offices of the Associated Agencies.

# JAPAN IS NOT A NATION OF WARLIKE PROPENSITIES

Boasts of the Longest Uninterrupted Reign of Peace of Any  
Nation in the World. History Proves It.

An interesting speech by Japan Consul General at New York before an open air meeting at Bigelow Homestead, Malden-on-Hudson.

**EDITOR'S NOTE**—The following remarks were made by Mr. Poultney Bigelow, introducing the Hon. K. Kumasaki, Japanese Consul General in New York, on Japan Day, at the old Bigelow Homestead on the Hudson River. The exercises were all in the open air on the bank of the river—the speaker facing Clermont, the Livingston seat where Fulton built his first steamboat. The Bigelow Homestead was built by Mr. Bigelow's grandfather, Asa Bigelow, in 1807 and here was born in 1817, his father, John Bigelow, who was U. S. Ambassador to France under President Lincoln and, at the time of his death, President of the Century Club in New York. It is in honor of his father that Mr. Poultney Bigelow holds each year a neighborhood gathering on these historic acres. Amongst other things Mr. Bigelow said:



Poultney Bigelow



VERY American who knows Japan welcomes her people to our soil and to our homes. That people is not merely our near neighbor to the Philippines, but on our northwestern Alaska boundary as well.

We welcome the Japanese because they are our peers in most matters that we call civilization.

We welcome Japan because we wish the best people in our midst. We wish people who have set an example of civilization at home. What do we mean by civilization? It is cleanliness of the person; then where will you see more of it than in Japan. It is in courtesy of intercourse—no people are more considerate.

If public and private honesty be a mark of civilization then pray note that there is more crime in the City of New York in any week than in a whole year of Japan. The Japanese run their banks on a high level of efficiency and run them entirely by their own people—there is not a Chinaman in any Japanese bank—save as depositor.

Is civilization marked by good transport facility? then is Japan vastly superior to her neighbors Russia and China. Today America has no mail service on the high seas whilst Japan has her excellent ships radiating to every part of the Pacific, to say nothing of Europe. It is only where Japanese railways operate that there is any efficient service in Korea, Manchuria or Shantung and were those utilities handed over to China we should find a speedy reversion to barbarism.

Can we measure civilization by capacity to colonize? Then must we raise our hats to Japan in Formosa—an island which was a nest of pirates when first I sailed those waters 45 years ago and which now resembles an English possession, thanks to excellent harbors, railways, rural police, country highways and elementary schools.

Maybe it's because Japanese Colonial progress re-

sembles that of England in many notable ways that it necessarily draws down upon itself the hatred of Irish politicians. And that is an added reason why every patriotic American wishes well to the Mikado's government in the difficult task of bringing order out of East Siberian chaos and thus furthering civilized intercourse between the people of our two neighboring countries of Japan and the United States.

POULTNEY BIGELOW.

Mr. Kumasaki spoke on "Japan Day" at the Bigelow Homestead, Malden-on-Hudson, New York, October 1, 1921, as follows:

As I rise to my feet to address you this afternoon, I must confess that I am not free from certain misgivings.

For this is quite an extraordinary occasion. I have never faced

an audience like this, in which people representing all the sections and cross-sections of a community are assembled. Moreover, it is an open-air meeting, where a city man like myself feels not a little put out. A tenderfoot from Lower Manhattan is not used to the vigorous atmosphere of the Hudson country.

I appreciate the compliment in being called upon by our honored host, Mr. Bigelow, to say something to you on this memorable occasion. As you know, Mr. Bigelow is an old friend of my people. He was in Japan in 1876—that is long before I was born. He went there again and again. He is now just back from his fourth journey, which he made this year.

During the forty-five years that have passed since his first visit, Mr. Bigelow has been watching us grow through many trials and hardships. He has been watching us with the tender affection, I might say, of a father. Japan is not wanting in friends among Americans. But let me assure you that Mr. Bigelow stands among the foremost and the most highly esteemed of the friends we have. Personally it was not until last year that I had the good fortune to meet him. But in spite of the brief period of our acquaintance he has become a guide and an inspiration in my life. I cannot enumerate all the benefits I have derived from my association with Mr. Bigelow. I will mention here only one.

Notwithstanding my appearance, which does not invite sympathy, I am a nervous man. Sometimes I am so engrossed with my work that I feel I can spare no time for recreation, which is badly needed and which alone will keep me going. But for the present I am free from that miserable obsession. I have discovered my cure in the proverbial hospitality of the Bigelows, whose invitations



are irresistible. I was here during the last Christmas holidays; Mr. Bigelow took me out in his sleigh on rides over these hills, clothed in snow. I was here over George Washington's Birthday. I have been here many a time over week-ends and on holidays.

Incidentally I have learned a precious lesson. That is, every time when I return from Malden to my office, I find that the functions of the Consulate have been performed during my absence apparently without a hitch. There is no greater lesson one may learn than that, as far as the world is concerned, a man is not so indispensable as he thinks he is.

I do not know just how well known Japan is to you; but hope there may be a few among you to whom my narrative may prove of interest. Five hundred years ago in Europe, Japan was vaguely imagined to be an island of rich treasures, an El Dorado of the East. Columbus was thinking of Japan when he set out on his adventurous voyage westward over the uncharted seas. But instead of Japan he discovered a real land of gold—America. And it was left to an American to make the westward journey across the Pacific to discover Japan. I refer to Commodore Perry, to whom Japan owes her formal introduction to the outside world. In 1853 Commodore Perry with his squadron arrived in Japan and presented to our feudal government a letter from President Fillmore, asking us to open our gates. Thus was brought about the advent of Japan into the modern world.

But whether civilized, or uncivilized, there is no question that Japan before 1853 was a hermit nation, aslumbering with her arcadian dreams undisturbed. For 237 years up to that time Japan had enjoyed an uninterrupted peace. There was absolutely no war, either external or internal. We look upon that record with a great pride because no other modern nation on earth can boast such a prolonged reign of peace in its history. Many things we Japanese cherish today in arts and letters can be directly traced back to that period, in which we could devote our attention wholeheartedly to the advancement of culture.

Japan is unique in the solidarity of its race and the continuity of its reigning dynasty. From times immemorial we have always been there on that cluster of little islands in the Pacific, off the Asian continent. We compute the accession of the first of our 122 emperors to have taken place 660 years before Christ, or 2,581 years ago, while further back extends our mythical age of gods. The story of the origin of our land is rather interesting. One day our god of creation, standing on the Bridge of Heaven, stirred the sea of chaos with his jewelled spear, and as he drew it out of the flood, the drops that fell from the spearhead formed those islands, which you now know by the name of Japan. You perhaps know that the Japanese are great rice-eaters. It seems the diet was popular even in those legendary days, for our gods were pleased to name the country, the "Auspicious Grain Land of Fertile Fields."

It is on the products of these blessed fields, though small and scattered, that we Japanese have managed to live and thrive throughout these centuries until now we have attained to the stature of a great nation with a population of 57 millions in the main islands alone.

Many Americans have entertained the notion that Japan was a sort of Fairyland, a special play-ground for western fantasies. I wonder just when or how Europeans and Americans came to know us as a little people living in bamboo and paper houses, sipping pink tea half a dozen times a day, and not infrequently dancing to the comic opera music of the *Mikado*? What surprises me is that even today on the western stage Japan is still a land of topknots, samurai, and perennial flowers. All such ideas are delightful, but they are either antiquated or wrong.

Yet on the other hand, another notion about Japan has been gaining ground, which is just as wrong and decidedly unpleasant, according to which the Japanese, far from being such an innocuous race of men, are a war-like nation. Fighting is their principal occupation; and they are eager to jump at somebody's throat whenever there is an opportunity. Japan is compared to a dangerous octopus with huge and powerful tentacles, trying to grab everything within reach. Even the great and glorious land of America is not free from its menace. It is not seldom that Japan tries to get a foothold in Lower California, or smuggle into the Pacific States her reservist soldiers, disguised as laborers. What nonsense! If these tales were not nonsense, how terribly uneasy must I feel before a gathering of such loyal Americans as yourselves!

I imagine that having heard me thus far, the question which will naturally present itself to you, would be: What, then, is the real Japan? If I were to describe my country and its make-up in all its details, I don't think I could finish even if I should get your consent to sit up here all night. But fortunately I can sum up Japan in a very few words. Japan—she is a land of human beings. She is not a particle different from other nations in her human qualities. What she feels, and how she feels, about things, is exactly the same as with other peoples. We are actuated by the same motives and impulses as actuate the rest of the world.

Without claiming any special virtue for my people, I can say that they are sensitive to kindness. Japan is happy to think that she is a friend of your country. The friendship, which was formed in the early years of the intercourse between your country and mine, has become traditional.

These are days of rapid changes. We have but emerged from the Great War of five years; nations are striving to regain strength and poise after that terrible cataclysm; hunger and unrest prevail in many quarters of the world; and questions of great import come up between nations, that require sober reflection on the part of all thinking men and women. Today the interest of various nations are bound closer than ever, and heavier responsibilities lie on the shoulders of each people.

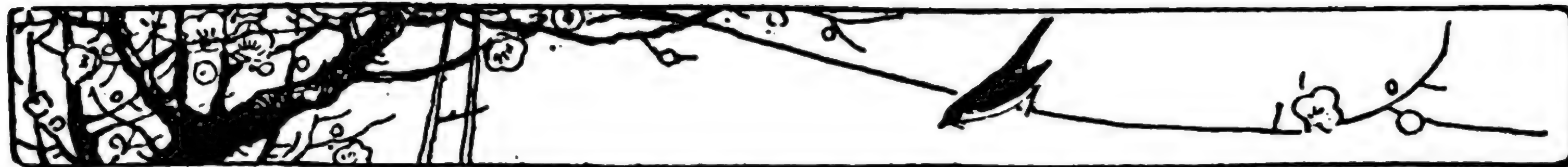
It is true that there are problems that must be solved between America and Japan. But I want to say to you with all the sincerity of which I am capable that there is absolutely nothing which is not susceptible of amicable and peaceful settlement if we only manage to keep our heads level.

Don't mind the war cries of the alarmists, jingoes, and yellow journalists! Don't we get along pretty well, you and I? There are thousands upon thousands of Japanese who have been here as students, merchants, or diplomats, and to whom America is the country of their happiest memories and dearest friends. So there are a great number of Americans who have visited Japan and have learned to love and admire the Japanese. It is such personal intercourse that works quietly but most effectively to cement international relations.

After the great War, America and Japan have added responsibilities as great powers of the world, because they are the only two which came out comparatively unscathed from Armageddon. It is our sacred obligation to co-operate in the reconstruction of the world. It would be an unspeakable calamity, not only to ourselves, but to humanity, if we were by any chance to fall out.

But the countless friends and the sane minded people on both sides of the ocean must see, and will see, to it that there shall be, as there always have been, mutual understanding, sympathy, good will, and peace—perpetual peace—between our beloved nations.

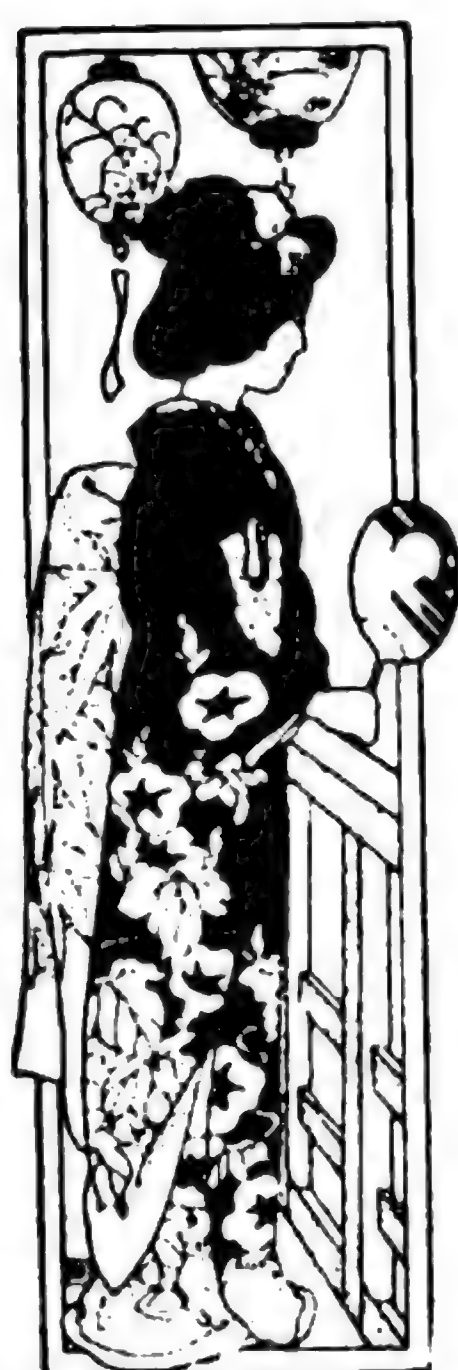




## The House of Hospitality Is Open Again

"Temple Court," for Years the Show Place of Yokohama and the Rendezvous for Prominent People From Everywhere, Again Welcomes Travelers

By SAMUEL KEITH JAMISAN



"Dine and dance at Temple Court" read the engraved invitation card that the post had just delivered in the first mail to the ship. The message was intriguing and carried the attention further by a line stating "accommodations in a few beautiful rooms were available for private touring parties."

"What is this Temple Court?" I asked Randall, who was with me at the time. "The name seems quite familiar but I can't place it. Is it a new hotel or restaurant opened since we were here last time?"

"You remember Temple Court," he answered. "That was the name of the beautiful house up on the bluff where John McGregor lived while he was in Yokohama handling the Shipping Board affairs and where he entertained so lavishly during those days."

"You mean the Horne house. Now I know all about it. But how comes it that it is a place to dine and dance? We will have to go and look it over as soon as we get ashore."

Everyone who has ever been in Yokohama and driven around the Bluff—as the hill where the most of the foreign houses are situated, is called—remembers the magnificent house built in the style of a temple, that stands in its own lovely Japanese garden, in one of the most beautiful locations of that interesting settlement. The sharply tilted roofs and gay coloring of the imposing structure—the wealth of decoration—its great size and evident magnificence—as well as its commanding situation always made an indelible impression on the most casual visitor.

For many years this house—the home of F. W. Horne—has been one of the show places of Yokohama. Mr. Horne was one of the pioneers of American business men who went to Japan a half century or more ago and there engaged in business. He made a fortune as the years went by and the trade between the two nations increased, and feeling that this, the land in which he had achieved success, was to be his home for all time, he built for his family a home, in keeping with his wealth and position.

The selection of the property on which it was erected was most fortunate as it offered a wide and lovely prospect from the hill crest over the thousands of thickly clustered houses and to the sparkling waters of Tokyo Bay.

The Japanese city with its wealth of shops, its interesting bazaars, its unusual sights and constant activities lay directly beneath it, while across the canal were the foreign stores and warehouses—hotels, railways and shipping offices on the Bund and then the harbor itself, with its continuous panorama of arriving and departing steamers, sailing vessels, sampans and junks.

It was on this matchless site, that the Hornes made their home. In its construction, the architectural ideas of both the East and West were blended in a surprisingly fascinating and comprehensive way. On the exterior the Japanese style was rigidly followed—the ornate design of

the wonderful temple at Nikko, which has excited the admiration of visitors for decades—being faithfully reproduced with all its abundance of ornamentation and embellishment. Within the house, the arrangement of the rooms was along the line of the apartments in the temple, yet so furnished and designed as to present in a very pleasing way all the conveniences and luxuries the most discriminating could desire.

Unusual schemes of decoration were introduced—embodying the motifs of Oriental art in forms of Occidental usefulness. For instance in one of the master's quarters, the dominating note was the torii, symbolic of the shrine wherever Shintoism has been felt. It was reproduced in every article of furniture, in mantels, tables, bedsteads, and chairs within the rooms. Even the dressing table accessories carried out the novel treatment. This quaint conceit was carried out with various motifs in other parts of the house, with marked success, making each room of the mansion, one of extreme individuality and beauty.

Not content with this, the owners gathered together a vast collection of objects of art from every corner of the Orient and as they lived in Japan in those days when the demand for such bric-a-brac was nothing like as widespread as it is today, they had the choice of the most exquisite things that came to the capital of the Empire from the far lands of India and Cathay. Both Mr. and Mrs. Horne were ardent collectors in those times and each object was purchased with the idea of its special place in the house as well as its intrinsic value. As time went on and the collection grew, its fame became known throughout the Far East, until the finest and choicest of all pieces were offered first at the Horne house.

Thus in addition to its furnishings, each room of the home soon became the repository for numberless bits of beauty. The great entrance hall, the spacious drawing room, the lounge, the dining room and library, all housed collections of fabulous worth and indescribable charm, so that the house, while retaining its homelike atmosphere, also offered much that appealed to the enthusiastic and critical collector.

Of course the building, furnishing and decoration of such a palatial home caused a tremendous amount of discussion and comment among both the foreign and the Japanese residents. Criticism, too, for some of the older Japanese of that time resented the desecration of the temple architecture by its adaptation to the uses and occupation of the foreigners. One fiery old neighbor feeling certain that the defamation of the design of the fane would not be allowed to pass unrebuked by the gods set up a small cannon on the roof of his house which adjoined the Horne home and trained it on the grinning, leering gargoyle who watches out from the eaves night and day—against the time when the devil would attempt to get away from its seat and attack the homes of those who lived nearby. Which cannon, by the way, can be seen in its original position to this day. Foreign business men

(Continued on page 21)





*From the driveway the imposing, colorful facade and sharply tilted roof of Temple Court is seen among the trees. Once within the garden, a panorama of beauty unfolds, in which are embodied the pleasing features of Japanese landscape gardener's art. The design of the building is similar to that of the beautiful temple at Nikko, one of the loveliest in Japan.*



*The inviting reception hall of Temple Court is luxuriously furnished with heavy carved teak and blackwood furniture, magnificent rugs and priceless bric-a-brac. It has an indefinable atmosphere of the Far East that is most pleasing. The wide staircase adds to the feeling of spaciousness and leads by easy flights, on either side to the second floor.*





*The magnificent drawing room of Temple Court is so impressive in its size and beauty that there is no feeling of over-decoration such as might be supposed from the above engraving. Instead there is wonderful harmony of panelled walls, sculptured ceilings, intricately carved archways, and rich furniture, scattered along its great length.*



*In the Library of Temple Court, there is an air of quiet restfulness, that reminds you of a well-conducted club or a private home. The ceiling is heavily carved in the style of the old Japanese temples, and the rows of book-cases on all sides and other woodwork are in keeping with it. The long panel on the left wall is particularly pleasing.*





*This superb dining room of former days when the long table was stretched out to accommodate a score or more of guests, has been changed so that numerous small parties can be served at the individual tables. Nothing has been taken from the decoration or furnishing of the room, which is one of the most beautiful of its kind in the world.*



*Unusual motifs of decoration have been introduced in the sleeping chambers of Temple Court. Various features of Japanese art or life have been embodied into the furniture and fittings, of which the iris room and the torii room are excellent examples. In the torii room, part of which is shown above, this design is carried out even in the bath accessories.*



## HOUSE OF HOSPITALITY IS OPEN AGAIN

(Continued from page 14)

thought that their neighbors were making too much of a show and that the house was too big and gorgeous, but they were all glad to have one of the coveted invitations to spend an evening there and to enjoy the sight of the wonderful things that had been gathered within its walls.

Thus "Temple Court," as the Hornes named their seat, soon became the rendezvous for the entire foreign colony, the scene of the fashionable gatherings, the place where the gayest parties and the most elaborate dinners, the handsomest receptions and functions of every sort, were held. In the absence of hotels of a nature adapted to the needs of the occasion, the more important foreign visitors were entertained here and here the members of the foreign colony held their social converse and entertainment. In short, Temple Court became the center of things done by the leaders of the Bluff and was recognized as the most important place in the social activities of the city. This continued from the time its hospitable doors were opened to their friends, until about two years ago when, Mr. Horne weary with the burden of business cares and advancing years, withdrew from active participation in the business affairs of the community and made a long visit to America. The house was closed and a caretaker placed in charge and for a long time silence and darkness filled the halls that had heretofore resounded with the sounds of laughter and song. Then along came John McGregor of San Francisco, in charge of the affairs of the United States Shipping Board, which was building several large steamers in Japan, and he leased it as his official home in Japan. Now the place once more became the rendezvous for distinguished visitors from all over the world, for McGregor was known everywhere as one of the greatest shipbuilders of the time and his acquaintance was widespread. During his occupancy in those two hectic years of war work Temple Court regained its old time attraction and continued to cast its indefinable glamor over all who came within its hospitable portals.

Then McGregor finished his worthy mission, closed up the offices and came home and the Temple Court once more was darkened.

During this time the Hornes, who had settled in California, decided to continue there permanently and the property, including the grounds, house and other buildings, the wonderful furniture and magnificent collections of art objects, was offered for sale, with certain restrictions placed on the buyers, to insure the dignity of the place being maintained.

\* \* \* \*

For nearly two decades, travelers who voyaged to Japan on steamers of Toyo Kisen Kaisha, have been the guests of Mr. S. Asano, president of that great company, at a tea party in his home at Tamachi, one of the residence districts of Tokyo. These are usually held the day after arrival of the steamer and invitations to the affair are issued by the purser of the steamer just before arrival at Yokohama. With the invitation is a card of instruction telling just how to reach the Asano home and what train to take. When the guest arrives at the mansion, he is accorded all the courtesy extended a personal friend, is shown over the splendid home and gardens, is entertained with the quaint and interesting tea ceremony, and later on, in the European drawing room, with refreshments and a program of varied numbers including music, dancing and usually a magician with a bagful of wonderful tricks. Mr. and Mrs. Asano have made it a custom for years to personally receive their guests at these functions and to try and make them feel at home and thus enable them to obtain a pleasing impression of Japanese life on the first days of the visit. Thousands of travelers from all

over the globe have been the recipients of this charming hospitality and have never forgotten the pleasure given them on such occasions.

Nor has this been all they have received.

They have gone away from the home at Tamachi with a new and different idea of Japanese home life, with a finer conception of a Japanese gentleman and the feeling of closer acquaintance and better understanding that comes from a personal contact.

Tamachi, where the Asano residence is located, is about thirty minutes ride by electric tram from the Yokohama electric station. This is fifteen minutes ride from the Grand Hotel and despite the minute directions issued to visitors, despite the ever present men from the Asano household, who are on the lookout to direct anyone en route to the house, it is sometimes a trifle inconvenient for the passenger to find his way there. Mr. Asano realized this and had often planned to find a place in Yokohama where he could meet his guests under equally pleasant circumstances without the necessity of their making such a trip as that to his house.

When the word went out that the lovely place at Temple Court was up for sale he realized his opportunity and after the necessary formalities had been observed the place passed to his ownership.

This brings us to Temple Court as it is today and to the plans for its future.

\* \* \* \*

As the owner of such a superb property as Temple Court, there were two courses open to Mr. Asano. The first was to make it his home and to continue to receive his guests there instead of at Tamachi. This would mean another house to be cared for and as he already had several scattered about Japan, the plan was not appealing.

The second idea was to make this the reception place along the same lines as at Tamachi, only, because of its location, vastly more accessible to newly arrived travelers, and at the same time expand its facilities so that they could continue to enjoy them during their stay in Yokohama. The need for something of this nature had long been felt by residents of the city as well as by visitors who desired something better and more exclusive than the hotels, excellent as they are, could furnish. It was thought if accommodations for a limited number of guests were arranged at this magnificent home, with service and entertainment in keeping with the high character of the surroundings and the class of those to whom it would appeal, that many who visited Yokohama would appreciate it.

After much discussion and consideration this latter plan was adopted and the work of adapting Temple Court to it begun. That it has been successfully accomplished is best told by one of the old time travelers, who knew Temple Court when it was the Horne home, when it was occupied by the McGregors and who recently visited it under the new regime established by Mr. Asano. His talk is illuminating.

"We, who arrived on this steamer (the Shinyo Maru), were fortunate in being the first to enjoy the reception at Temple Court instead of at the Asano home at Tamachi. Although I have attended these receptions on dozens of occasions, I never miss one if I can help it for they always come as a delightful introduction to Japan, in spite of the fact that I have been here many times. To those of us who have been accustomed to the delightful simplicity of the house at Tamachi, which is, in all essentials, of pure Japanese architecture, there was something overpowering in the magnificence of the Temple Court. But to those who came for the first time the occasion was like being transported by one rub of

(Continued on page 43)





## Art, the Flying Shuttle in the Tapestry of Civilization

The testimony of the Orient on the influences exerted by the contact of the East and the West, with particular application to the development of the soldier-saint type, in picture and statue

By MARY C. DODGE

[EDITOR'S NOTE: The advance of the civilization of any race is reflected, or perhaps it might better be said, is measured by the development of its arts and religion and culture. A comparison of these shows the influences exerted upon the races through years of contact with each other and enables the student to trace through the varied manifestations the development of spiritual and artistic life back to the common source. Illustration of this general principle, is the following comprehensive review from the pen of Mary C. Dodge.]

[AUTHOR'S NOTE: The writer of this article, being a lone traveler along the caravan routes of High Asia—"unhonored and unused"—and not on borrowing terms with The Pied Piper of Hamelin, cannot expect either to charm her readers into accepting her claims or to force solitary conclusions upon them, hence the use of so many corroborative quotations from accepted authorities.]



AURENCE BINYON has said that "the true nature of Oriental Art is absolutely unguessed at by any save a very few students." An authoritative opinion then excludes from the shikinah of Oriental Art all save a very few initiates. Even in its outer courts, however, there are questions of singular moment and interest to the layman as well as to the neophyte in Art. Along the line of archaeology especially, the adventurous reader seeking new worlds to conquer, has in the works of Sir Aurel Stein, von Lecoq, Grinwedel, and others, a fascinating realm for his mental activity, a wonderland where the Nestorian Tablet (1) is only one of many guide posts along the caravan routes—those "vitalist highways of all time"—where questions religious, historical, geographical, of trade, of romance, of mystery and adventure, as well as of art, jostle each other—a motley throng! It is Art, however, that is the chief witness to all this activity—the *Shuttle* that weaves these varied threads into a tapestry of surpassing interest and antiquity.

Before roads had taken the place in Europe of the tracks of wild animals and men, these Asian caravan routes had been trodden for countless ages by men and animals far removed from primitive conditions.

In the course of millenniums, Alexander the Great found certain of these Asiatic highways convenient in that military excursion of his which some modern writers, notably Hogarth in the line of history and Binyon in Art, claim had for its object the merging of Eastern and Western thought as well as the exploitation of territory. Binyon says, for instance, Alexander's "magnificent ambition was to conquer the world for the mind even more

than to possess its riches and dominions." (2) However this may be, archaeology is proving that the Greeks did leave in their wake all manner of influence—influence that, transmuted by Oriental alchemy, sometimes found its way back into Europe in a higher guise than it had entered the hearts of its originators to imagine.

Okakura Kakuzo speaks of Buddhism as "that great ocean of idealism in which merge all the river systems of Asiatic thought" (3) this to the exclusion of European influence, as he elsewhere makes clear. In the deepest sense Okakura's statement is perhaps not to be questioned, for, in a final analysis, does not all of value in art and religion, as in all lines of human achievement, owe its beginnings to Asiatic thought? No less an authority than E. B. Havell says of Byzantine and Gothic Art that they "derived their inspiration from . . . the impact of Asiatic thought upon the civilization of the Romans." (4)

Recent archaeological work, however, makes it undeniable that in a more restricted sense non-Asiatic thought is welded into Buddhism. In an introductory letter to *World Healers* Dr. Sayce, the great Assyriologist, says—"It (the Book) is very welcome to me as confirming what I have been trying to point out—the dependence of early Sino-Japanese Art upon Byzantine as well as earlier Greek Art." (5) The finding by Sir Aurel Stein of Byzantine coins upon the eyes of the dead in ancient Chinese burial grounds is only one item among many corroborative of Dr. Sayce's claim here. Stein says of such a remote and unknown locality as Lop Nor, "This forgotten corner of Central Asia had once been linked by relations of art, trade and culture with all the great civilizations of the ancient world." (6)

We can here deal with only one item and but cursorily in the growing accumulation of evidence that by these age-old caravan routes were transmitted commodities of the mind and heart, as well as of the hand,—the work of soul-looms as well as of silk-looms.

263-226 B. C. are the dates that mark the life of Asoka, King of All India, "that pure and lofty soul whom Marcus Aurelius would have hailed with fraternal emotion," (7) whose acceptance and zealous promulgation of Buddhism fanned the already flickering embers of that Faith into ardent flame. In spite of the high purpose and deep devotion of the Founder of Buddhism and the efforts of this noble king to perpetuate its teachings, the original school of Buddhism had largely lost its vitality in India

(1) A large stone monument, with a Syro-Chinese inscription erected in Sian-fu A. D. 781, to commemorate the diffusion of Christianity in China. For full account see *The Nestorian Monument in China*, P. Y. Szeiki.

(2) Binyon, *Early Art Tradition in Asia*, p. 28.

(3) Okakura, *The Ideals of the East*, p. 4.

(4) E. B. Havell, *Indian Sculpture and Painting*, p. 185.

(5) The following extract from an article in *The Christian Science Monitor* of April 15, 1921, upon the Cathedral at Ani, Transcaucasia, is



by the time of the Christian era, although, with some later modifications, it survives to this day in Burmah, Ceylon and other outlying vicinities of India.

Most Western authorities ascribe this decline in earlier or Hinayana Buddhism to the negative character of its canon. Its Founder, his immediate followers who were inspired by his lofty example and fired by his zeal, and a man of Asoka's type could find a satisfactory solution of life in meditating upon the vast abstractions of Nirvana, but the ordinary man, removed from the immediate example and influence of such leaders found here but little help in the solution of his every day problems. The Rev. Timothy Richard says, in regard to conditions at this time, "The Eastern world had been driven to general despair by the atheistic doctrines of primitive Buddhism." (8)

Now, something happens, as if in reply to a voicing of this despair—a new and vigorous school of religious thought (*The Mahayana or Northern Vehicle*) takes shape in a locality at a distance from that which cradled Hinayana. (9)

Authorities quite generally agree that it was in *Gandhara*, now included in northwestern India, sometime between 50 and 150 A. D. that, at a council summoned by the Indo-Scythian King, *Kanishka*, the canon of the Mahayana was formulated. A wonderful little book of the time—"one of the most important books in the world" (10) elucidates the new doctrines. These are of a most uplifting and inspiring character, telling of an immanent and omnipotent Power for Good, of immortality and perfection as inherent in man, of salvation by faith and of the truly "heavenly-kind" Bodhisattva (11)—the perfected soul that voluntarily turns away from the very gates of Nirvana to assume rebirth in order to help his fellow man.

The new faith passed "like a fire over Asia kindling and transforming new and diverse races." (12)

Momentous questions (13) arise as to the cause of this Central Asian parable—the mainspring of this spiritual impetus that animated, transformed and blended seemingly antagonistic ideals and types. We must, however, turn resolutely from these questions here as not immediately bearing upon our subject.

The Mahayana flows into a marvelous art ex-

pression. "Manifestly new mythological creations appear" (14) "A complete new iconography asserts itself." (15)

Here we must differentiate further, turning from the countless alluring figures among this newly-fledged heavenly host to concentrate upon the warrior type: he who, though wearing the garb of the earthly soldier is yet engaged in heavenly warfare.

While there can be no question that the metaphysical idea back of this type of being—the Lokapala—is inherent in Indian philosophy, there is no conclusive evidence of its being embodied in the form and clothed in the garb of the ordinary earthly soldier until about this time. Miss Getty in her exhaustive work states that this type of intermediary was "taken up by the Southern Buddhists of the Hinayana School" (16) indicating, of course, that it was not native to that school and The Hon. Mrs. Gordon reiterates in her extensive writings (17) the claim that the type was unknown in the original Hinayana.

Again the scene is laid at *Gandhara*, for it is here that leading authorities place the shaping of this soldier-human in form, superhuman in character. Three centuries and more before *Gandhara* became the Motherland of Mahayana, it had nurtured the train of influences that emanated from Alexander the Great and his soldiery. *Gandhara's* very being was an expression of these influences, for it is one of the seventy or more cities which were founded directly or indirectly by Alexander the Great upon Oriental soil. It is here that extensive and elaborate works of sculpture have been found which incontrovertibly testify to Greek influence.

Alexander the Great died in Babylon in 323 B. C. The Rev. Arthur Lloyd speaking of the condition in the Indus Valley and Afghanistan during the first century A. D., before the Scythian invaders made themselves masters here, says, "The smaller princes were mostly Greeks, the remains of Alexander's empire, and Greek was a spoken language in India until A. D. 50." (18) Hogarth dwells upon the penetrative and persistent character of the personal influence of Alexander the Great. "Him the Persians still curse for the destruction of their sacred books at Persepolis." The chiefs of certain mountain tribes in Ferghana still claim direct descent from him. In the form of the *Alexandrian Myth or Greek Romance*, "traditions of his actual words and deeds, local



Illustration No. 1. A reproduction of one of the oldest reliefs of the Gandhara school.

of striking value in this connection: "The most noteworthy fact about it (the cathedral) is that the interior shows evidence of the Eastern origin of 'Gothic' forms. Its dome is supported by great composite piers of clustered pillars with spiral capitals from which spring elegant pointed arches. These are Gothic features, although at the time when this church was built Romanesque was universal in the West. Not until after the first crusade did such characteristics appear in European architecture."

(6) *World Travelers*, The Hon. Mrs. E. A. Gordon.

(6) *Ruins of Desert Cathay*. Vol. 1, p. 411.

identifications of him with older folk heroes make the basis of popular tales and at last, probably in the third century A. D., crystallized into a romance which in a thousand years passed into more men's ears and became spring and basis of more literature than any record of true history."

(19) It is, then, not too much to say that Alexander stands pre-eminent as a hero in fiction, as in history and in art as well, for his type, Hegarth tells us, "has been chosen by Art as the hero." Presumably it is Western Art that is referred to here, but the statement is equally true, though in a less literal and direct sense, of Eastern Art. What more natural than that this world-conqueror should indelibly impress himself as a hero upon the art of Gandhara, a city of his own founding, where Greek political standards and language lingered nearly or quite up to the time the Mahayana took definite shape and where there has been found unquestionable and extensive evidence of Greek influence upon the art in general. To be sure E. B. Havell, the great authority upon Indian Art, argues very convincingly that the Greek influence in this part of the world was only superficial. "What India

horrowed," he says, "was repaid a hundred fold. . . . If she took this from here, that from there, so did Greece, so did Italy, but out of what she took came higher ideals than Greece ever dreamt of and things of beauty that Italy never realized." (20)

No one informed on this point would hesitate to accord higher ideals to India than to Greece. "Men and Gods have sprung alike from the same mother," says Hesiod. Greek art was "the consummate expression of the genius of a nation which worshipped physical perfection . . . which honored the gods by athletic games . . . whose deities wore the flesh and shared the nature of men." (21) The Greek, that is, created his god in the image of the athlete. The Oriental artist never makes this mistake. He uses the human form only as the bearer of a message—a message that transcends form along with all other material limitations. Hence the distortion and multiplication of body members as found in the Oriental treatment of the God idea. There is no attempt to represent the infinite in the finite. The body serves as a mere symbol. However, he it observed, the *Guardian Kings* or *Lokapala*, as if in evidence of their Greek ancestry on the physical side, never resort to teratology. "Buddhist iconography invariably gave to these (Guardians) a human appearance," says Sir Aurel Stein. (22)

As to Havell's claim that there are "things of beauty" in the art of India "that Italy never achieved," it is aside from our main issue and must be left to Binyon's "very few students" whose western eyes have become focused to that "Absolute Beauty" which Ralph Cram tells us is "undemonstrable outside" the mazes of Oriental psychology and metaphysics." (23)

The claim that Alexander the Great was the procuring cause of the soldier or hero type in Mahayana art is not at all weakened by the acceptance of Havell's pronouncement in regard to Indian ideals, it being rather a case in point; for the Alexander hero is uplifted in the cause of Mahayana from a physical to a spiritual basis—translated from the realm of the relative to that of the absolute, where, as the spiritual knight, he tramples upon evil, symbolized by elementary forms. It is worth while to dwell a little upon these symbolic bases, varying as they do. Sometimes they are little demons or goblins in distorted human form, sometimes gnomes or earth spirits, partly

human, partly animal in shape or again they are of geological formation—lava or elementary rock. Have all the ages since the inception of this idea brought to the world any deeper philosophical explanation of evil?

In view of the threefold evidence afforded by time, place and form, as has been adduced, it is not too much to claim that the heroic and dominating figure referred to in the following extract was inspired by the character of Alexander the Great and that the "archangels" can be traced to the same influence via his soldiery. "In the neighborhood of Khotan, Mr. Stein visited an early temple, perhaps of the third century where some ancient conqueror coming from the West, perhaps from Gandhara, had become deified into the great warrior champion of Buddha in those regions, a *Constantine in helmet and linked armour* (24) who treads down the dwarfed spirits of evil. This object of local worship is included among the four great archangels of the Buddhist altars and is specially worshipped in separate altar pieces in his cult, imported from Khotan, into Japan. . . . The very leather boots of these military figures into which the trousers are tucked, their suits of armour and leather aprons, appear in the Chinese sculpture of the next age." (25)

The fact that the garb of these spiritual knights is originally that of the local flesh and blood soldier is not to be overlooked. A striking bit of evidence that would link this treatment of the attitude



Illustration No. 2. A wonderful conception from a cave-temple in Korea.

(21) Laurence Binyon, *Painting in the Far East*, p. 31.

(22) P. V. The Awakening of Faith in the Mahayana Doctrine, Translated from Ashvagoshia, by The Rev. Timothy Richard, LIT.D.

(23) Sir Monier Williams, *Buddhism*, "The Mahayana or Great Method Originated on the Indus, and the Hinayana or Little Method, on the Ganges."

(24) See Note 2 above.

(25) The germ of the Bodhisattva ideal is to be found in earlier Buddhism, but it is in Mahayana that it is developed and emphasized.



to ancient Scythian times—for Gandhara, the stronghold of Greek influence, and the cradle of the Mahayana faith became a Scythian center, he it recalled—this bit of evidence is to be found in Fenollosa's poem *East and West*: It is a footnote to a line referring to "the masterful heads of Scythian Knights" and runs as follows: "These are four archangels militant, whose statues stand at the corner of every ancient altar. They are represented as stamping on evil in the form of a distorted imp. There can be little doubt that the military costume of these figures in early Chinese and Japanese examples is borrowed from the trappings of ancient Scythian generals." (26) Our first illustration, No. 1,

affords a convincing example of antecedent and aboriginal borrowings on the part of these same "ancient Scythian generals." It is a picture of one of the oldest reliefs of the Gandhara School, now in the museum at Lahore. The three figures in the lowest tier are human soldiers in curiously mixed array—distinctly Greek in some features, as the coat of mail and shield, while utterly different from such equipment in headdress and other respects. These figures are evidently predecessors of our Lokapala in spite of being directly opposed in purpose and character. They are, as Prof. Grünwedel convincingly argues (27), escorting or guarding Mara's army—the force of evil—as it advances in an effort to drive the Buddha from the Diamond Seat under the Bodhi tree where he awaits enlightenment. Though as yet soldiers of the earth, earthly, they are destined to be drawn from the ranks of Mara to those of Adibuddha—The Buddha of Buddhas—where as Lokapala they engage in heavenly warfare.

There are other traces of Greek influence in this picture—the masks and animal headdresses. (28) The club so distinctly related to that carried by Hercules, etc. These evidences are not to be ignored. The trend of evolution and the contagious character of thought doubtless explain much of the similarity in a general way in racial development. Detail of the sort found in this picture, however,

goes to prove an actual hand to hand influence such as is found in the Lokapala. Surely, as worked out in Mahayana art, they tell in unmistakable terms of their double heritage—their physical concept traceable to Alexander and expressed in terms of Greek art; their spiritual content—their bases, figurative as well as literal—an expression of Indian idealism.

Although now duly presented and accepted these heavenly intermediaries must be somewhat dealt with collectively before being given an opportunity to speak individually.

Normally the Lokapala appear in groups of four as the

Japanese name for them indicates: Shiten-no (shi-four, tenno—heavenly kings). They guard the four quarters of the universe—North, East, South and West—wielding cosmic force. In temples they are placed on the four sides of the altar, the space within symbolizing the realm of the Absolute. Without is their field of action where "Contending Twoness" rages until "The Existing One" of the Shikina is realized.

Hewn in living rock, fashioned in wood or modeled in clay, faithful watchmen these! Down all the ages since their inception, along the unmeasured stretches of Central Asian caravan routes, here, there and everywhere in China, Korea and Japan have they stood at their posts.

Through Bamian, a narrow valley or gorge of Afghanistan in the vicinity of the Khyber pass, runs an ancient Mahayanist pilgrim route which once upon a time led from "Royal Balkh" to Gandhara. It is along this way that "For six or seven

miles massive ruins still look down from the bordering cliffs" and enormous figures (120 and 170 feet high "are carved out of the conglomerate rock." (30) These figures were evidently originally coated with colored and gilded cement or clay—a treatment that still survives in less exposed situations. "Their golden lines sparkle on every side," says Hsien Tsiang, the famous Chinese pilgrim of the seventh century.

Now, this is only one of many and many such groups or



Illustration No. 3. A group of figures of especial interest, in pose and modeling. These were found in the "Cave of a Thousand Buddhas" in China.

See *Gotama Buddha*, Kenneth J. Saunders, p. 28, 111 and 112.

(12) Laurence Binyon, *Painting in the Far East*, p. 32.

(13) "These are the burning questions of today," *The Nestorian Monument in China*, p. 124, P. Y. Saeki.

(14) M. Aurel Stein, *Ruins of Desert Cathay*, Vol. I, p. 78.

(15) Fenollosa, *Epochs of Chinese and Japanese Art*, Vol. I, p. 78.

(16) A. Getty, *The Gods of Northern Buddhism*, p. 148.

(17) The Hon. Mrs. E. A. Gordon, *Messiah World Healers, Symbols of the Way*, *Far East and West*.

stretches of temples and shrines, cliff-cut, in caves or in areas partly or wholly sand-buried where, as travel and archaeology testify, the Lokapala still keep their vigil.

Here half a dozen or so among this innumerable host can no longer be put off in their demand for individual consideration.

First this truly magnificent being presents himself (Illustration No. 2). No Western eye, unless deliberately blind, could fail to recognize the splendid sweep and swing and uplifted character of this figure, instinct as it is with life, vitality and indwelling purpose. No normal Western mentality in all the range from that of the road worker in stone to that of Rollin could fail to marvel at the consummate skill that allured from living rock such a conception as this. The Hon. Mrs. Gordon gives a full account of the habitat of this Guardian or Archangel. Both Mrs. Gordon and Prof. Frederick Starr, of Chicago University, have visited the mountain cave-temple in Korea where this Lokapala and his three companions have been on duty since the fifth century. (31) Within the cave is a stone-hewn chapel which is a Shekinah in Art as well as in Faith as even the scanty extracts following from Mrs. Gordon's account attest: "For forty years artists were engaged in making the circular crypt chapel in the mountain cave and in carving the superb images therein which are so distinctly of the well known 'Gandara' i.e. Hellenistic-Indian type of the First Century of our Era. . . . The cave was formerly entered from above and the crypt was reached by a staircase which has now disappeared. . . . The Heavenly Kings outside the cave, are magnificent examples of transcendent Spiritual Power."

Note the import of the hand alone! Evil is as nothing to this manifestation of omnipotent Good.

In picture No. 3 the Lokapala or Dvarapala—to introduce the name used by Sir Aurel Stein for these beings—is easily distinguishable at the right of the group. The original figures are in one of the sacred grottoes of "The Caves of the Thousand Buddhas," which were visited by Stein. This is a vast conglomeration or beehive of temple, etc., that honeycomb certain cliffs in the vicinity of the Gobi desert, on the western frontier of modern China.

It was here that Stein found treasures of inestimable value along various lines and of various dates. Some of the frescoes are of such wonderful merit that Stein unhesitatingly ascribes them to the time of the Tang dynasty (618-907). Among the other treasure trove brought to light was a great accumulation of manuscript with some scroll pictures, which had been walled up during the 10th century, on the approach of a barbarian raid. Much of the work is probably of earlier dates manifesting as it does

"the faithful continuance of the sculptural traditions as developed by Greco-Buddhist Art." (32)

The face of the Lokapala here is somewhat impaired by the millennium or so that has passed since he went on duty but the armor seems in fair condition and is of fine workmanship. The pose shows ease and grace far in advance of the Western achievement of this time and as for the purpose—the metaphysical message borne by this heaven-appointed Protector—how tellingly does he embody it! Again is shown how easily omnipotent Good prevails over evil. Here the temptation to stray from the narrow way of our appointment becomes irresistible, for one cannot be oblivious to the next figure in this group. It is a Bodhisattva—Greek in physical beauty and pose, Indian in metaphysical content, as evidenced by the expression of tender satisfaction and by the *mudra* or message conveyed by the position of the fingers. This satisfaction is as far removed from the sheer physical joy which animates Greek sculpture as it is from the austere martyr conception that stamps Byzantine figures. The Bodhisattva, like the Buddha, smiles "the slow, still smile of One Who Understands, who understands All Things, and understanding, is content." (33)

The third figure, too, cannot be wholly ignored. He is has caught a glimpse of The Vision and seeks to tell it by *mudra*.

In pictures Nos. 4 and 5 are represented Japanese versions of the Four Guardians or Heavenly Kings. Evil is here typified by distorted rock or lava formation—the hint at evolution, already referred to in explanation of the phenomenon of evil.

Listen to Ralph Cram's comments upon No. 4, noticing



Illustration No. 3. A Japanese statue of one of the four heavenly kings—of intense virility in figure and spirit. There are many of these in the temples of Japan.

(18) *Transactions of the Asiatic Society of Japan*, Vol. XXXVIII: Part III, p. 77.

(19) David G. Hogarth, *Philip and Alexander of Macedonia*.

(20) E. B. Havell, *Indian Sculpture and Painting*, p. 169.

(21) E. H. & E. W. Blashfield, *Italian Cities*, p. 15.

(22) *Sand Buried Ruins of Khotan*, p. 438.

(23) *Impressions of Japanese Architecture*, p. 185.

(24) "Could actual Kings have been represented as Lokapala?"

Prof. Albert Grünwedel, *Buddhist Art in India*, p. 138.



his apparently unconscious recognition of Greek influence, "the very embodiment of force with power and ability in every line. Consider the pose and dash of such a splendid, sinewy thing \* \* \* the spring and sweep of the body, the tensility of nerve, the howling savagery of the distorted face conventionalized like a Greek mask." (34) A tribute of this sort affords striking testimony to the consummate art value of such a concept even aside from its esoteric aspect or message.

No. 5 in its calm alertness well represents the idea of "watchful waiting." While so utterly opposed in bodily expression these two figures are but different ways of telling the same metaphysical story.

Engraving No. 6, also Japanese work, perpetuates the Central Asian symbolism for evil in down-trodden elements and carries scroll and brush as if giving ancient testimony to the might of the pen.

As to Illustration No. 7 who can question, as he compares it closely with No. 6, that this armoured German gentleman of the early fourteenth century, treading elements under foot, can somewhere, somehow be traced to the same Central Asian antecedent that inspired No. 6.

"All that the West knew of the arts was learned on the road to the sepulchre." (35) If the father of Count Günther von Schwarzburg went on the last crusade—1270—he may have picked up this conception of true knightliness in the Holy Land, where "Parthians and Medes and Elamites and the dwellers in Mesopotamia and Asia" were wont to be.

It is not too much to assume, in the light of all the evidence of its truth, that No. 7 is an example of the return from Central Asia, in an exalted form of the hero-idea originally inspired there by the career of Alexander the Great; nor is it too wild an intuitional flight to conjecture that St. George, patron of England's wide-flung territory, who with his dragon has already been traced as far into the East as Cappadocia—traversed by important caravan routes—that this same St. George is but a variant Lokapala, whose ideals must often be put to anguish by Western actualities.

No. 7 alone, however, serves as a crowning bit of evidence, not only of Greek influence as transmuted and

transmitted by Asian thought, but also of the part Art plays as a shuttle weaving, weaving as it does between widely separated lands and epochs, a pattern in which the seeing eye can trace such eternal verities as the brotherhood and common destiny of man.

#### CONCLUSIONS

In the light of the story told by history, art and religion, are not some of us of the West unnecessarily zealous

in claiming that skin-pigments and comparatively recent national traditions constitute insurmountable barriers between the peoples of this our mutual world?

Deep as the Pacific, lofty as the Himalayas, are these barriers claims, for instance, the President Emeritus of a great American University. "When Alexander halted his legions at the Indus, he established in perpetuity a boundary between West and East," on one side, and the "geographic frontier" was "plowed out by the Pacific on the other side," he has asserted of late. (36) As if, indeed, our world, in defiance of physical and spiritual laws alike, had madly shaken off its spherical form and swirled itself into hemispheres of utterly alien character yet not wholly disjointed, for does not the West with a disregard for such boundaries that would be comical were it not so tragic, does it not still claim an Open Sesame to the forbidden area for the purposes of exploitation?

Some of the earlier conclusions of this writer would seem at variance with his recent dictum. In a life of Alexander the Great, he tells of a "new vision that arose" in Alexander's mind "in larger perspective," "with ever strengthening outlines," of his "great idea of a cosmopolitanism \* \* \* created by the breaking down of barriers," of his dream of "bringing the

East and the West together in a composite civilization."

Alexander defied, in person, one of these perpetual boundaries. He crossed the Indus, you remember, with his troops and upon his "temporary path" it is pointed out "came back into the near East and thence into the Western World many a bit of Hindu wisdom." If Alexander's glimpse of a world citizenship and civilization, if his mere "hike" across the Indus brought such results, who can draw final conclusions in regard to the Gordian



Illustration No. 5. In its calm alertness, this figure, carved by a Japanese, closely resembles many of those seen in Western museums.

(25) Fenollosa, *Epochs of Chinese and Japanese Art*, p. 83.

(26) *East and West*, p. 268. Note also the following: (p. 137, *Temple Treasures of Japan*, Garrett Chatfield Pier.) "In Bishamon (one of the Lokapala to be found in Toji Temple, Kyoto) we see the very Mara, who plays so important a role in the Tang temples found by Stein in Khotan. The very costume is identical."

(27) *Buddhist Art in India*, p. 97.

(28) See coin of Demetrius, son of Euthydemus.

(29) Terms used by Latze.

(30) Sir Thomas Holdich, *Gates of India*, p. 266.



The figure on the left, (Illustration No. 6) is a Japanese work that perpetuates the Central Asian symbolism of right, trampling evil under foot. His heavy armor is a protection that came from the West, and the scroll and brush in its hands may be taken as a testimony of the might of the pen even in those ancient days.

Compared with this the figure of the fully armored German knight of the fourteenth century shown on the right is unquestionably inspired by the same symbolism, even though it appeared in a far distant land. These two serve as crowning evidences of the influence of the Oriental thought and art, transmuted through the Greeks to the sons of the North.



questions that might be settled in the light of a fuller vision, by standards more in accord with those of the Lokapala. (37)

Is not white the union of all colors? Are not we of Europe and America the most conglomerate of mankind? Can the most exclusive of us be absolutely certain that his blood holds no trace of Ilun or Scythian—those fiercest and most lawless of Asian peoples: they who rejected and were rejected by the marvelous civilizations of India and China and forced their blood-stained way into Europe there to weld themselves by unspeakable ways into our blood and history! Alexander Blok's line: "Ay, Scythians are we! Ay, Asiatics we!" cannot be altogether restricted to the Russian people in its application.

Such a long time ago all this, truly, but history in seeking to warn mankind and clarify human vision will continue to repeat itself with increasing emphasis until in very truth it is realized that—

"Hands are black, white, yellow or brown,

But the hue of the heart is one.

That God is one; that men are one; that

Faith is ever the same;

That Love is still the nearest word to

hint the nameless Name.

This is the Creed of the East and the

West when you plumb to the depths, my son,

For the Word of the Lord is Unity and the

Will of the Lord shall be done." (38)

(31) The Hon. E. A. Gordon. *Transactions of the Korean Branch of the Royal Asiatic Society*. Vol. V. Part I, p. 15-23.

Frederick Starr. *Ph. D. Korean Buddhism*, p. 9-11.

(32) Sir Aurel Stein. *Ruins of Desert Cathay*. I. Op. p. 30 for picture. 2. p. 24. Ascription of frescoes to Tang dynasty. 3. p. 26. Account of *The Caves of a Thousand Buddhas*.

Also see *Bulletin of Metropolitan Museum of Art* for June, 1921, p. 124, where in speaking of the grotesque or caves of the Thousand Buddhas the following statement is made: "Though as yet it has not been possible to date the individual pieces, we know that the latest cannot have been painted later than during the T'ang period, and that some must be as early as 280 A. D."

(33) A. Heurgue Edwards. *Kakemono*, p. 49. For use of initials as well as text.

(34) Impressions of Japanese Architecture, p. 188.

(35) Brooks Adams. *Law of Civilization*.

(36) *Oakland Tribune* (Oakland, California), August 25, 1920.

(37) One cannot delve with Central Asian archaeologists and follow the work of such authorities as The Hon. Mrs. Gordon. The Rev. A. H. Sayce. The Rev. Timothy Richard and Dr. Arthur Lloyd, without being convinced that it was the spiritual impetus given to the world by the life and teachings of Jesus Christ. The Oriental, that uplifted Greek art standards, that vivified Indian philosophical ideas and made possible the blending of the two as found in the Mahayana conception of the Lokapala.

(38) Harold Johnson, Secretary, Moral Education League. London.





## Zenjiro Yasuda Called by Death

**Well Known Member House of Peers, Banker, and Director in Many Enterprises, Dies at Home in Tokyo. Was Director in Toyo Kisen Kaisha.**

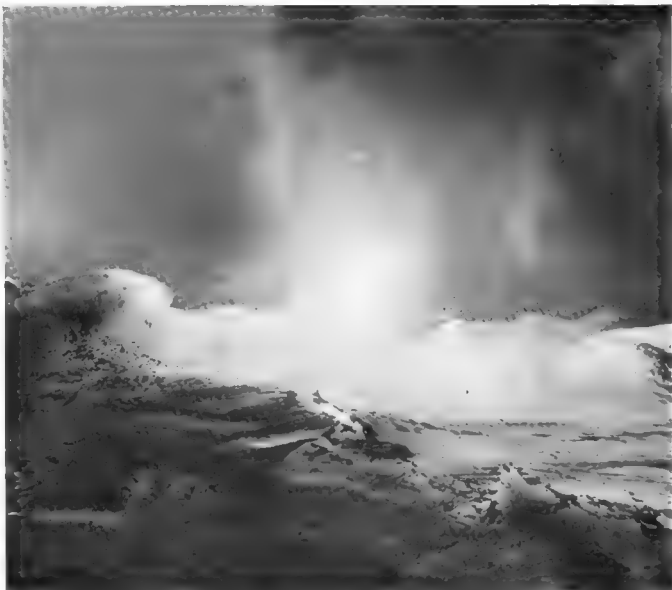
The business world of Japan received a sudden shock in the early part of October with the news of the death of one of the men who for three-quarters of a century has been prominently identified with the banking and business affairs of the capital. Zenjiro Yasuda, whose demise resulted from a cowardly attack by one who had come to him asking favors, was a splendid example of the self made captains of industry that have arisen in Japan.

From poverty to affluence—from an apprentice boy to a millionaire banker—from an obscure exchange broker to a member of the House of Peers—these describe some of the transitions of his busy active life and impress on the youth of the day that success knows neither time nor nationality.

Born in Toyama-ken in 1838, he was the first son of Zenetsu Yasuda, descended of the ancient fighting samurai class. In early life he left his home and went to Tokyo to make his fortune. Here he served as an apprentice in a shop, until he was able to open an exchange brokerage business for himself. This he developed into a small bank, which, as time went on, grew and flourished until it became one of the financial factors of the city. This was called the Yasuda Ginko (Bank) and was the first of several which he organized or in which he was heavily interested. The deposits in these banks at the time of his death, is reported to approximate ¥ 1,000,000,000.00.

With this powerful financial influence, Mr. Yasuda assisted in the organization of many important enterprises among which are the Tokyo Fire Insurance Co., the Imperial Marine Insurance Co. and the Kyosai Insurance Co. He was the chairman of the Board of Directors of the Bank that bears his name and director in thirty-six other corporations, including the Toyo Kisen Kaisha.

He was a member of the House of Peers where he served with marked efficiency. Although 83 years of age, he was very active physically and intensely interested in all the undertakings with which he was in any way connected.



*The old Hawaiians say that when the Goddess Pele is angered, she shows it by a disturbance at her home, the volcano Kilauwa. The spectacles on such occasions are of indescribable awe-inspiring grandeur that makes one almost willing to believe in Pele or some other super-human power. In the above picture, which was taken recently by K. Machara of Hilo and reproduced by permission, the intense gas pressure had heated the cliffs and crags to brilliant incandescence, and thousands of explosive gas fountains played in the fiery lake, their flaming spray being hurled fully a hundred and fifty feet in the air. The photograph shows part of the cliffs and fountains. The photographer risked his life to obtain this negative.*





## EDITORIAL

DECEMBER, 1921—ISSUED NOVEMBER 1ST  
AN ILLUSTRATED MAGAZINE OF ORIENTAL TRAVEL AND TRADE DEVELOPMENT  
PUBLISHED ON THE FIRST OF EACH MONTH BY TOYO KISEN KAISHA  
BUSINESS AND EDITORIAL OFFICE: SUITE 308, 625 MARKET STREET, SAN FRANCISCO  
JAMES KING STEELE, PUBLISHER AND EDITOR



Japan is well represented at the disarmament conference being held this month in Washington, D. C. In both quantity and quality her delegation has been chosen as befits the occasion. Headed by the venerable Prince Tokagawa, of the oldest family in the land next to the Emperor's, the leaders of the mission represent the very best brain and talent to be found in the Empire. In their entourage, also, are many of the big business men, the keen newspaper men and others versed in Occidental ways, who come as interpreters, advisors, counsellors, secretaries and assistants.

Those who are always looking for some hidden motive behind everything that Japan does, point to this array of ability as indicative that the Japanese government is preparing to present and to press all sorts of claims at the meeting. Those who are not blinded by prejudice and bigotry, realize that such a mission, representing as it does, the best that can be found in Japan's political legal and business circles, is, in itself, the greatest compliment that could be paid to President Harding and the conference as it is Nippon's way of acknowledging the importance of the occasion and her desire to participate in it to the fullest extent.

### The News As It Is Made

Readers of newspapers must perforce accept as true the accounts published for their consumption and the majority of publishers and editors try and present the facts, uncolored by their own views. But they, in turn, are sometimes at the mercy of those who write for them, especially those correspondents who, having made a reputation in this country, are having a try at Far Eastern political questions. An amusing instance of this recently appeared in one of the San Francisco dailies, in the form of a series of articles by a correspondent who has had a name for reliability but who now appears to be trading on his reputation and writing half truth stuff that he feels sure will sell, rather than the less sensational facts. Spending most of the few weeks, which he thought sufficient to supply him with data for his series in Tokyo he apparently gleaned his information from those who were disgruntled because they could not do business in China and who were therefore only too glad to blame everything on the Japanese—yet he writes as though he had

actually visited the places he discusses and puts it over on those to whom he sells his stuff.

In the series there have been two or three articles dealing with Korea, written in this "I know for I have been there" style, which on the surface, led one to believe that the writer was conversant from personal observation with the facts discussed.

These articles have occasioned no end of mirth among more serious and conscientious newspaper men, as they state that the author of them made one flying hurried trip from Tokyo to Seoul, the capital of Korea, consuming not to exceed five days in all, of which twelve hours were spent in going from Fusan, the port of entry to Korea, to the capital—five and a half hours were spent in the city and another twelve hours on the return trip. The balance of the time was spent in the trains in Japan. The journey, however, probably satisfied the writer as it enabled him to say to his readers that he had been there, if no place else.

This is the man who is posing as an authority on these questions and offering his opinions to a million or more readers under such pretensions. It is not exactly fair to the reader, who is entitled to more than this sort of "bunk."

### More of the Same

Sailing on the Hoosier State, one of the United States Shipping Board steamers, was a California politician, who formerly held a high office in the nation. It was during his campaign for re-election that he made the anti-Japanese propaganda his platform, and went up and down the State abusing the nationals of this friendly people. His slogan appealing to the lowest of the labor element, was scattered broadcast but without success, as far as he was concerned, for he was defeated by an overwhelming majority in spite of the vast sums of money spent.

His itinerary calls for about a week in Japan, mostly in the neighborhood of the ports—not long enough for him to really see and learn anything of the people and their accomplishments, but just long enough to give him the opportunity of saying that "he had been there."

### Hotel Rates Reduced in Tokyo

Answering the complaint that the cost of living in hotels in Japan was a deterrent to travel comes an announcement by the Imperial Hotel—the largest and best



known in the capital—that a reduction of approximately thirty per cent has been made in its rates. This applies to rooms in the annex, which are equipped with hot and cold running water, electric heating and telephones and makes a minimum rate of five yen per person per day. This is about \$2.50 gold for room in the leading hotel in Tokyo, which is not high as any traveler knows.

The same announcement stated further that in the new hotel, which will open in the near future, the rates for rooms with bath—with which all rooms in the new building are equipped—would be no higher than the present rates in the old building which are for rooms without private bath. This is in itself, a substantial reduction. In addition to these rates, special discounts are given to guests staying for a month or more. The Imperial Hotel is one of the few hotels in Japan operated on the European plan, with separate charges for meals and room accommodations. From the Miyako Hotel, Kyoto, comes the following announcement of the American plan rates for both meals and rooms. This is one of the excellent hotels of Japan and the meals and service are unusually good. For all meals and single rooms without bath per person, \$6.00 to \$8.50 per day. Double rooms (two persons) \$10.00 to \$13.50 per day. Rooms with attached bath, are from \$1.50 to \$2.50 per day additional, according to the location of the rooms. From this it will be seen that traveler's living costs in Japan are low as any place in the world.

### Traveling Round the World

Nearly every steamer leaving San Francisco in the past eight months has numbered among its passengers two or more people en route around the world. In many instances, these parties include a half dozen or more, in charge of a conductor, who makes all arrangements and handles all the details of the journey. Before the world war this business had assumed large proportions and it is encouraging to see it coming back again as fast as steamer and hotel facilities are improved to meet its demand. Travel is the greatest educator and such a journey, if made with open mind and observant eye cannot fail to be a broadening influence on the lives and thoughts of the traveler.

Writing from Lucerne, Switzerland, a former newspaper man and by the same token a keen observer, states "While there is much jealousy between the countries we have visited, there is a remarkable absence of hate toward the Germans, by the average man in the street, to whom we have talked, such as we have been led to expect." The paragraph is interesting not so much for the information it conveys as a sidelight on one of the tangible results of travel. Personal contact is admitted to be the best education—the modern application of the school of experience. People who go to Europe come home with many of the pre-conceived notions knocked out of their heads and much of what they learn is in direct contradiction of what they read. Likewise those who make the tour of the Orient "Along the Pathway of the Sun" and who in their travels come in touch with the peoples of those strange lands—who gain some understanding of their customs and the reason for them as shown against the background of history—those who go with an open mind and a desire to understand—come back with a renewed confidence in the human race and a greater appreciation of the progress that has been wrought.

### Stock Breeding in Japan

Stock breeding has not thrived in Japan because of religious scruples. Buddhism never likes to deal with any beast. Until recently the class of people who made it their

profession to deal in leather, hides, bristles, meat, etc., were social outcasts. For that reason very few cattle were reared, and these being mostly beasts of burden. It may be remembered that up to some forty years ago the Japanese did not use beef, milk or fats as food. The raising of cattle and swine, therefore, only dates from the Restoration, and only since the great war has sheep breeding received any serious attention.

The native breed of cattle which long existed in Japan is hardy and strong, but, due to neglect in breeding, they have been somewhat deformed in appearance, especially in the hind quarters. Native cattle are divided into three classes according to the color. One of them is black with small white spots on the belly; another is brown, while a third is brindle, with black and white spots. The black breed is the most valued by the people. The brindle cattle resemble in appearance the Dutch cattle, and this offers ground for the suspicion that this variety may be the descendants of the foreign cattle imported at the time the Jesuit Fathers visited Japan in the sixteenth century.

Just as in the case of horses and dogs, the native breed of cattle is gradually disappearing, to be replaced by imported and cross cattle. This disappearance of the native breed is being regretted very much by consumers of beef, for the flesh of the native cattle tastes far better to the Japanese than that of foreign cattle. As to the breed of imported cattle, it formerly consisted mostly of Shorthorn, Devon and Brown-Swiss. Recently the Holstein and Ayrshire are looked upon with greater favor.

Sheep rearing is still the most backward of all branches of stock farming in Japan, the annual product of wool barely reaching 10,000 pounds. Most of the wool and worsted consumed in Japan are imported. The annual import of wool amounts to 35,000,000 yen, in addition to woolen fabrics, which are valued at 15,000,000 yen. The war and the great difficulty experienced in getting a supply of wool from Australia have impressed the Japanese with the necessity of adopting suitable measures for supplying this important textile material at home. As the first step toward encouraging sheep breeding, the 1918-19 session of the Diet voted 330,000 yen for the purpose of importing sheep from Australia, England and the United States, and distributed them among public and private pastures. The sum of half a million yen is being paid every year to popularize the industry among the native farmers. There are at present 1,304,331 cattle, 1,560,242 horses, 3,192 sheep, 109,692 goats and 259,999 swine in Japan.

### About the Postoffice

There are in Japan 7,244 post offices. In the United States there are 53,000 such institutions. The annual handling of mail matter in Japan amounts in round numbers to 406,000,000 letters; 1,256,000,000 postcards; 215,000,000 newspapers and magazines; 56,000,000 books; 9,000,000 merchandise samples. The registered letters number 20,000,000. The number of telegrams handled reached 82,000,000, of which 70,000,000 were domestic and 12,000,000 were foreign. The above figures when divided by the number of population give the number of mail per capita. The result shows that the average mail a Japanese sends or receives every year is 7 letters, 23 postcards, 4 newspapers and magazines and 1½ telegrams.

### A Fine Civic Spirit

Following the death of Z. Yasuda, sometimes called "the Rockefeller of Japan" because of his wealth, comes the announcement that his family planned to present to the City of Tokyo ¥3,500,000 to erect a civic auditorium and ¥1,000,000 to the Imperial University.





*Cape knit of fleigh-  
Ho cloth, a knitted  
silk and wool fabric.*



*A sport  
made of  
cricket  
flannel  
with Span-  
ish em-  
broidery.*



*A Gaiter  
Suit for  
sport and  
general  
wear.*



*Flannel  
knicker suit  
for walking.*

## For the Wardrobe of the Well-Dressed Woman

*Fashions courtesy of I. Magnin & Co., San Francisco.*



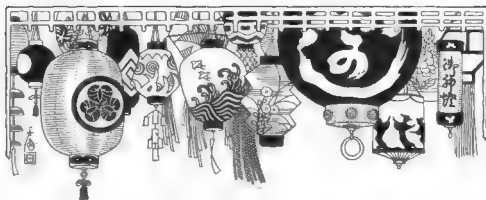
*Canton  
Crepe is sil-  
ver beaded  
for dinner  
wear.*



*A bouf-  
fant made  
of chiffon,  
with sil-  
ver ribbon  
trimming.*



*A chemise  
frank of satin  
Canton, Canton  
Crepe or Roma  
Crepe with self  
roses.*



## News of the Japan Societies in America

There are three active Japan Societies in America.

These are the Japan Society of America, with headquarters in San Francisco, the Japan Society of Boston and the Japan Society of New York. The first named claims to be the oldest of these having been founded in 1905 and the Boston organization is the youngest, its organization having been effected about two years ago. These Societies are for the purpose of bringing together the people of the two nations in social intercourse, for the exchange of views on art and culture, and in this way to

enable the members to become better acquainted and to thus know and understand each other better. They have no political affiliations nor propaganda of any sort to put forth, nor are they in any sense business organizations.

Members of the Japan Society of America and of the Japan Society of Boston are subscribers to JAPAN and it is in their interests that the following bulletins of the activities of the respective societies are published, the text matter for the same being supplied by their officers.

Japan depended upon Korea for 40% of its rice for food, and for 50% of its wheat. More and more, owing to the intelligence displayed by the Japanese, is food now coming from this ancient kingdom to the industrial centers of Japan. Have we ever thought what would be the present condition if Russia had won the war of 1902? Today the Muscovites would be in possession of Korea in place of the Japanese. They would not simply threaten, but actually dominate Peking and Northern China; they would have made Japan a tributary state, or if not, there would be constant upheavals between these two opposing powers in the Orient. The so-called "open door" would have been closed with a bang, for Russia autocratically in the past believed in a protective tariff and the Soviet form of Government today would shut out every other nation from the benefits of trade in Manchuria, Siberia, and Mongolia. For the United States, such a result of the Russo-Japanese war would have been disastrous. Let us also keep in mind that it is Japan that has brought order, safety and justice to those wide regions north of China, where in the past Americans have hardly dared to venture. Japan has also stimulated and revived industries along the Yangtze River, and made productive the ancient Taipeh mines. The coal mines of Shantung have been opened for the benefit, not only of Japan, but for the benefit of the Chinese living in the surrounding country. The sterile North Manchuria has been made, through the production of the Soya bean, to blossom as the rose, and because of the pressed bean cake, we today in the United States are having cheaper soap and extra food for our cattle. At the time when our fisheries were beginning somewhat to dwindle, Japan, because of her access to northern waters, has come to our aid in bringing to America abundant sup-

(Continued on page 53)

### Bulletin of the Japan Society of Boston

CYRUS E. DALLIN, President

Vice-Presidents:

Rev. Thomas Van Ness, D. D.

Mrs. Charles Sumner Bird

William H. Randall

Rev. George Alexander Strong

Treasurer:

Endicott Mearns

Secretary:

Miss Jessie M. Sherwood.

200 Devonshire St., Boston.

**U**F ever there was a time when the people of this country should endeavor to understand Japan's position, that time is now, for as President Roosevelt well said, "The friendship of Japan is the best asset we have in the Orient."

Let us for a moment try to put ourselves sympathetically in the position of the Japanese people as regards their main problem—that of a sufficient food supply. It must be remembered that when Commodore Perry visited the Empire of the Mikado, the population of Japan was roughly estimated to be somewhere about 19,000,000. Today it is not less than 55,000,000. How has this added population been living? Where has the needed sustenance been obtained? It must be remembered that

the Islands composing Japan are limited in area. They are wind swept, earthquake rocked, deluged at times with volcanic spray; at the best not more than 20 per cent of the land is capable of cultivation. Because of the pressure of these extra millions, the farmers have had to go further and further up the hills, terracing with minute care their little holdings; because of this pressure, the arts of Japan have had to be commercialized and cheapened, so that markets in foreign lands could be opened up. All sorts of schemes have been devised by the Government for the sustenance and comfort of the people, but it is self-evident that sooner or later the Japanese needed new territory and would be compelled to find it, just as the pressure of foreigners and the increase in our own American population has pushed us as a people beyond the Mississippi to the wide prairies and plains of the West. In nearly every direction Japan, by the Great Powers, has been denied an outlet. At last came the Russo-Japanese War, fought for self-preservation, and Japan at its conclusion found itself practically in possession of Korea. Before that fateful war,



## Kent Clark, Manager of the Oriental Hotel Arrives

Kent Clark, Boniface of Oriental Hotel, Kobe, Spends Vacation in America—Sails on Shinyo Maru for Japan.

One of the most interesting passengers on the big liner of the Toyo Kisen Kaisha S. S. Taiyo Maru, which arrived recently, was Kent W. Clark, manager of the Oriental Hotel at Kobe for the past five years. Clark graduated from the sea into the ranks of the hotel men and

through his tremendous energy and enthusiasm has made a big success of the undertaking. As a purser on the trans-Pacific steamers of both the Toyo Kisen Kaisha and the Pacific Mail, he was one of the most popular officers that sailed out of this port. This wide acquaintance has been a valuable asset for him in the hotel business, for when he took over the management of the Oriental, the property was in poor condition and its reputation none of the best. Under Clark's administration the buildings have been improved, the service bettered and the equipment so expanded that today the Oriental is known throughout the Orient as the finest hotel on that side of the Pacific. During the war period, when business was at its peak, Clark made it a rule to keep up his equipment and develop the property, setting aside each month a certain sum for betterments and operations. As a result of

made a tour of the leading hotels of this country, studying the methods in vogue for the purpose of bettering his service. He will return to California for a brief visit before sailing for Japan on the Shinyo Maru November 7th.



Kent W. Clark



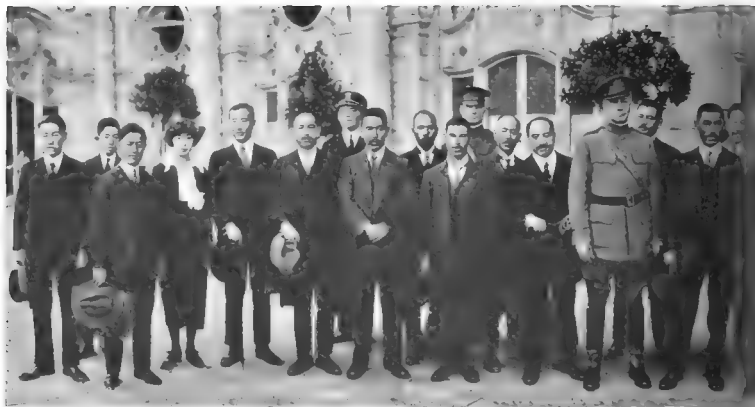
H. E. Manswaring

*Hello, HALSEY!*

*Hello, KENT!*

this policy, the Oriental of today is operating on a paying basis while many other institutions, both over there and on this side of the Pacific, are struggling to make ends meet. It was under Clark's direction that the ball room and banquet room were built on the roof of the hotel, giving an opportunity for such affairs which mean profit to the owners and increased pleasures and facilities to the guests. He also increased the restaurants and by making a specialty of luncheon dishes, gained control of practically all the noon-day business of the city of Kobe, making this hotel one of the most interesting places of that port. Clark was also the first to install a motor livery service in connection with the hotel and he recently completed a large garage, which has storage space for guests' and local residents' cars.

Clark came to San Francisco for a brief well-earned holiday, the first visit "home" in five years. After a couple of days in California he went East to Westfield, Mass., where Mrs. Clark and the children have been for some time. After a holiday there, he



*Upon landing on American soil the delegates became the guests of the United States and were escorted to the hotel where M. Shima, M. Ono, T. Komatsu, M. Enomoto, Lieutenant-Commander D. Takei, Captain Edward McCauley, Lieutenant General S. Yada, Major General William M. Wright, U. S. A.; Major K. Nishihara, Major General K. Tanaka, Lieutenant Shipp, U. S. N.; Mayor James Rolph, Jr., William F. Benedict, Major T. Furuta, Colonel Benjamin Alvord, U. S. A.; Lieutenant*

## JAPANESE DELEGATES TO DISARMAMENT CONFERENCE

Representatives of State, Navy and Army Departments, with City Officials, Greet Distinguished



HEN the Korea Maru, bearing the members of the advisers to the armament conference at Washington, steamed into quarantine, it was met by the U. S. Navy

cutter bearing Commander Earl Shipp, who had been detailed as aide to Vice Admiral K. Kato, at the head of the navy delegation, and Colonel Benjamin Alvord, U. S. A., who was to act as aide to Major General K. Tanaka

of the Imperial Japanese Army, who came as chief of the military advisers. C. R. Bannerman, detailed by Secretary of State Charles E. Hughes, acted as escort to S. Gojyo of the Japanese Foreign Office. As soon as the steamer came to dock it was boarded by Rear Admiral A. S. Halstead, U. S. N., commanding the Twelfth Naval District, representing the Navy Department, Major General William Wright, in command of the Ninth Army Corps, who represented the Department of War, and James Rolph, Jr., Mayor of San Francisco, who greeted the visitors on behalf of the city and offered them its hospitality.

A detail of troops, in double line, stood at attention down the long dock, and the navy band boomed out the Japanese national anthem as the party came down the gangway. Led by Chief of Police Dan O'Brien and a flying squadron of motorcycle police, the automobiles bearing the guests proceeded to their hotel, where an informal reception was held.

During the stay of the party in San Francisco they were shown about the city and were guests at a number of functions, including a banquet at the Hotel St. Francis by Rear Admiral



*The above engraving shows Wm. D. Stephens, Governor of California, making his address of welcome to the members of the Japanese delegation to the Disarmament Conference.*





the Mayor and representatives of the army and navy, they posed for a photograph. The group below shows, left to right: Commander T. Hori, Major K. Tashiro, Captain K. Yamanashi, Colonel Lucius R. Holbrook, U. S. A.; Captain N. Sugisuga, Colonel S. Morita, Vice Admiral K. Kato, Captain Y. Uyeda, Rear Admiral Alexander S. Halstead, U. S. N.; Commander E. R. Ham M. Wright, Jr., U. S. A.; Dr. K. Ichihashi, K. Doi, Captain K. Morishima.

## CONFERENCE GIVEN ENTHUSIASTIC WELCOME

Visitors at Pier and Extend Greetings. Lavish Entertainment Extended During Stay in California.

Halstead, a luncheon at Fort Mason by Major General Wright and staff, and a reception at the City Hall by Mayor Rolph and the city officials, with Wm. D. Stephens, Governor of California, sharing the honors by extending the greeting and welcome on behalf of the State. Automobile rides and other entertainments filled in the time they were the guests of the city.

These evidences of esteem and welcome made a marked impression on the visitors, and they expressed themselves as delighted with the sincerity of the greetings brought by the visitors.

In responding to the welcome and greeting of the newspaper men of San Francisco—the first representatives of America that he met—Vice Admiral Kato, said in part:

"The conference for limitation of armaments to be held at Washington next month has before it the noble task of inaugurating a new era of peace on earth and progress among nations.

"At no time in our history have the nations of the world been more forcibly impressed with the hopeless futility of war. Neither the victors nor

the vanquished are spared from its merciless clutch and allowed to escape the fate of being plunged into the chaos of economic ruin and social unrest. There is little wonder, therefore, that the eyes of the world are eagerly

turned to the Washington conference.

### Big Strides Possible

"It may be too Utopian to hope that the objective of the conference shall be the absolute prevention of all

(Continued on page 39)



Here is a view of the beautiful rotunda of San Francisco's City Hall with Mayor James Rolph Jr. in the center offering the hospitality of the city to the members of the mission to the conference.



### *Among the Notables of Toyo Kisen Kaisha Passengers*

The smiling couple in the upper left panel are Mr. and Mrs. T. Komatsu, of Tokyo. He is one of Toyo Kisen Kaisha officials whose services were requisitioned by his government and he is in America as secretary to Vice Admiral K. Kato of the disarmament conference. On the right are Mr. and Mrs. James Biscron of Birmingham, Alabama, who are en route around the world. The smiling child in the center is Miss Yoko Hinokuma. At her left are Mrs. Christian Moller (left) and Mrs. E. F. Elinor Kelly of New York (right) on their way to Manila. On the right are Mrs. T. Teshima (left) and the Marchioness Y. Tokugawa (right) who sailed for



Yokohama on the Tenyo Maru. On the lower left is Mrs. H. B. Kellogg of Pasadena, white on the lower right is Y. Iwanaga, managing director of the Kokusai, great news gathering agency of Japan, who went to Washington for the conference.





Professor M. Anesaki, well known educator and lecturer, who has been giving a series of lectures in Berkeley. He returned home on the Siberia Maru.

across the great Atlantic and Pacific oceans, should utilize the natural advantages of their island domains and possessions and ocean highways not for purposes of war and hostilities, but for advancement of free communication and mutual interchange of the fruits of their civilizations. They should, thus, dedicate themselves as emissaries of peace, carrying out into actual practice the spirit which prompted the calling of the Washington conference.

"In advancing toward this new ideal, may it not be said that one of the first steps possible for the leading nations of the world is to reaffirm the acknowledged principle that all armaments should be based upon the bare necessities of safety only, and that the commercial and economic expansion shall be sought for in free and unwarlike competition among the peoples in their peaceful enterprises? If this principle could be thoroughly digested by the different nations, the ultimate success of the conference is definitely assured."

#### General Tanaka Optimistic

Speaking for the military branch of the delegation, of which he was the head, Major General Tanaka voiced as his opinion the importance of the conference and the hope that the wish of the Japanese people would coincide with the will of the American people. Continuing, he said, in part:

"We feel great pleasure in landing in America and meeting you. Especially I cannot help being reminded of many pleasant recollections in revisiting America, as I remained at Washington for several years as military attaché to the Japanese embassy, during which time I contracted inti-



Mr. Ginjiro Katsuda, President of Katsuda Steamship Co. and Taigo Kien Kaisha, of Kobe, Japan; Member of the House of Peers, Chairman of Municipal Assembly and member of the Chamber of Commerce of Kobe, returned on the Siberia Maru after a tour of inspection of the large steamship companies against the doing business throughout the world. He said he had obtained a lot of useful information in the United States.

mate friendship with many Americans either officially or privately. I, therefore, deem it great honor that I have been appointed to take part as head of the army staff of the delegation at the Washington conference convened by President Harding.

(Continued on page 41)

#### DISARMAMENT DELEGATES

(Continued from page 37)

war; but it should be uppermost in the minds of all those taking part that, through the agencies of this conference, greatest strides possible may be taken toward that new goal.

"Every effort should be made to make it impossible for any nation to resort to arms for the advancement of its ambitions. While it is as yet impossible to foresee the general trend of the world, Japan, United States and Great Britain, facing each other



Above are members of the delegation sent from Manila to represent the Philippines at the Rubber Fair, recently held in London. They sailed for Manila on the Korea Maru from San Francisco. From right to left they are, Jose Canus, of the Bureau of Agriculture, Manila; Carlos P. Romulo, assistant publicity agent for the Philippine Government at Washington, D. C.; Mark Creitcher, assistant director Bureau of Agriculture, Manila; Fidel A. Reyes, director Bureau of Commerce and Industry, Manila, and Cristobal Regidor, the popular and efficient agent of the Philippine Government at San Francisco.

*Facing Union Square*

**HOTEL ST. FRANCIS**  
 SAN FRANCISCO  
 MANAGEMENT THOS. J. COLEMAN

*Lounge  
in  
Lobby* *Mural  
Dining  
Room*

The ST. FRANCIS is a really great hotel, not only because of the super-excellence of its service, convenience, luxury and refinement, but especially because its higher appeal lies in something nearer the heart than these. On entering the St. FRANCIS, one feels at once the personality of a real host, the warmth and friendliness of home, the true spirit of welcome.



## DISARMAMENT DELEGATES

(Continued from page 39)

### Great Object Lesson

"One of the most important object lessons taught by the great war is the terrible disaster inflicted on the belligerents. It was vividly brought home to the people of all the allied countries, before the echoes of victory celebrations had scarcely died away, that they are confronted with tremendous difficulties which were never experienced by the victors in the past, and that they have been obliged to give serious consideration as to the way by which to tide over these difficulties.

### Common Agreement

"A point of common agreement unanimously reached by all the nations is to devise means by which to free themselves from the existing economic pinch and to heal the wounds inflicted by the war as quickly as possible and at the same time to discover measures to prevent the recurrence of disastrous wars.

"The Japanese people are firmly convinced that they are not a whit behind other nations in their earnestness in wishing the realization of the aims outlined above, and it is for this reason that President Harding's invitation to the Washington conference has met with the hearty approval of the Japanese nation.

### Cause of Enthusiasm

"The great enthusiasm evinced by the Japanese for President Harding's proposition is undoubtedly due to their recognition that it has emanated from honorable motives as to the establishment of permanent peace of the world, for which all nations have been striving, and also due to the fact that the impartial spirit by which President Harding is actuated has elicited great respect and confidence of the Japanese nation.

"The Japanese people are paying careful attention to the Washington conference, which has vital interest to Japan, and are most solicitous of its success for the sake of the peace of the world. We have no doubt that in this respect our wish will coincide with that of the American people—especially those on the Pacific Coast.

"We are prepared to do our best as army staff of the delegation in the discharge of the duties with which we have been entrusted, and at the same time we shall always be ready to work with you for the promotion of friendship between America and Japan.

"Our voyage across the Pacific has been most peaceful and pleasant, and it may be taken as a significant augury as to the proceedings at the Washington conference."



J  
A  
P  
A  
N

## Hotel Clark

LOS ANGELES

WHEN visiting Los Angeles you will find it to advantage to sojourn at Hotel Clark. Every desired luxury, refinement and convenience. Situated in the heart of the city. Easily accessible to theatres, stores and public buildings. Car lines to beaches, mountains, missions, just a few steps away. Write for illustrated folder.

FREE AUTO BUS MEETS ALL TRAINS

FIVE HUNDRED and FIFTY-FIVE ROOMS with private bath

F. M. DIMMICK  
Lessee and  
Manager

Both European and  
American Plans



# The Palace Hotel

Management of Halsey E. Manwaring.

where **Historic Ties**  
for seventy five years have bound  
the "Occident" to the "Orient."

700 Rooms  
700 Private Baths  
European Plan.

In the heart of  
the financial district.  
*San Francisco, California*





## HOUSE OF HOSPITALITY IS OPEN AGAIN

(Continued from page 21)

Aladdin's lamp, from the commonplace of Yokohama's streets into a veritable fairy palace. Some went from the hotel by motor car, some went by the old reliable ricksha, while those of us who were old timers and had been here before, walked across the bridge, past the French consulate and swung up the curving road that leads through the hedge-enclosed homes of the Bluff to imposing Temple Court.

The garden is the same—no, that is a mistake—it is better than ever, for somehow it seemed to me that the Japanese gardeners have worked with more diligence or better effect under Mr. Asano than under the Hornes. The water was tinkling in a dainty waterfall over the moss-covered rocks, the tall pagoda still stood sentinel over the dwarf pines and the flowers were at their gayest when we entered the gate. As I stood on the porch, I noticed the ridiculous cannon still pointed at the house from the roof across the way and that the view across the harbor was better since the trees had been so carefully trimmed. When we entered the great reception hall I was more than ever impressed with its size and the wealth of its furnishings. The wide stairway that ascends at the far end is a triumph of architectural grace and beauty and the heavy teak tables, thick rugs, arms and tapestries make you feel like a poor relation.

The superb drawing room is unchanged. All the lovely things that the Hornes spent so many years and so much time and personal attention in collecting are still there, seemingly more beautiful than ever. These wonderful pieces of Indian furniture, huge tables and chairs, cabinets filled with bric-a-brac, bronzes, and brasses which a collector would give much to possess, are here, a part of the room, I might say an indispensable part—to us who have seen it before.

The delightful dancing room is now the attraction for many of the younger folk, with the new and jazzy music in keeping with the spirit of the times.

The splendid dining room has been improved by adding new facilities for service and better arrangements in the kitchen, so that a greater number of guests can be served at one time. This is one of the most magnificent rooms I have ever seen and its wonderful furniture of heavy blackwood and teak is unsurpassed. The conservatory with its wealth of flowers and the charming breakfast room from which it opens, are most inviting.

On the upper floors, a number of sleeping chambers have been set apart for the use of visitors, thus giving them all the privacy of a private home or club with the advantages of a first class hotel. These rooms have all the modern conveniences, very large bathrooms, complete in every detail, dressing tables and accessories. The impression given in these rooms is that of extreme luxury, elegance and beauty combined with rare comfort and convenience, such as can only be obtained in a private establishment.

The best description that I can give of Temple Court as it is today under the new plan of Mr. Asano, is for lack of a better term, a "club hotel." That is, it offers all the facilities of a private home and the most luxurious club, to the traveler who can appreciate them and who desires such a home during his stay in Yokohama. The number that can be accommodated is limited and as a general thing the demand for them is such as to make a sizeable waiting list all the time. Parties of six to eight have found that here they may live during their stay under conditions that are unapproached for comfort and luxury anywhere in the Orient, if equalled in any other part of the world.



*I. Magnin & Co. Shops*  
*of Exclusive Apparel*  
*for Women*  
**Throughout**  
**California**  
*Provide every facility for*  
*convenient selection*  
*of modes for all*  
*requirements.*

**I. MAGNIN & CO.**  
**SAN FRANCISCO**  
*Shops at*

**LOS ANGELES**  
*The Ambassador*

**PASADENA**  
*Hotel Maryland*

**SANTA BARBARA**  
*The Arlington*

**CORONADO**  
*Hotel del Coronado*

**DEL MONTE**  
*Hotel del Monte*

**I. MAGNIN & CO.**  
**SERVICE BUREAU**  
*The San Francisco shop will give*  
*personal assistance in shopping*  
*to patrons in and out of town.*



# EAST OR WEST

Ambassador comfort and service  
await you.

IN CALIFORNIA

## THE AMBASSADOR

American and European Plans Los Angeles

## THE ALEXANDRIA

European Plan Only Los Angeles

AND IN THE EAST

## THE AMBASSADOR

European Plan Only Atlantic City

## THE AMBASSADOR

European Plan only New York City

RATES are MODERATE

The Ambassador Hotels System



# Chicago's Wonderful New Hotel



On the quiet shore of Lake Michigan, among charming homes, stands THE DRAKE. It is only five minutes away by motor from the heart of one of the world's most interesting cities. Travelers from many lands know THE DRAKE for its atmosphere of genuine ease and friendly hospitality.

Rooms for two as low as \$10 per day, each person. Single rooms \$5 per day and upward. Air rooms with bath. WEST SIDE ILLINOIS HOUSES.

**The DRAKE**

LAKE SHORE DRIVE AND UPPER MICHIGAN AVE.  
CHICAGO  
Under direction of The Drake Hotel Co.  
Owns THE BLACKSTONE

Guests of THE DRAKE have opportunities through its equipped pleasure grounds to the lake, the city, the country, the world. It is a place where the best of everything is to be found. It is a place where the best of everything is to be found. It is a place where the best of everything is to be found.

Nor is this supplying of physical comforts all that is done. That the place may be lively and interesting, special dinners, dances and other entertainment features have been inaugurated so that there is something doing every minute if desired. Arrangements for these affairs must be made in advance, for anything other than the usual meals, which are open to the public, the same as in any other hotel. Thus, if the guests wish to have a party of their own, they can arrange to have the exclusive use of the entire place for that occasion, with its dining rooms, ballroom and all its facilities for their use. On other occasions, visitors from other hotels or residents and their friends make up special parties for dinner or for the dances in the ballroom."

This idea of what was planned for Temple Court, as outlined by our friend, was confirmed and explained at length when we made a personal visit to the place the day after we landed. Here we found Mr. and Mrs. Asano extending a hearty welcome to the party of our fellow passengers from the steamer just as they have been doing for so many years in their own home at Tanuahi. The reception was even more pleasing than formerly because of the novelty of the surroundings, which made a deep impression on those who came with us.

Here we met the very genial manager, who showed us over the house and about the lovely grounds, and told us something of the plans for making Temple Court under the new régime one of the dominant factors in the life of visitors to the community.

"It is our aim," said he, "to offer to guests at Temple Court a combination of services and surroundings that have never before been attempted in the Far East and only in a few other places in the world. We feel that we can do this, because there is no other property that we know of, that offers itself so attractively to the development of this big idea. Temple Court was purchased primarily by Mr. Asano for the purpose of providing a place of entertainment for the passengers from across the Pacific, who are his guests shortly after their arrival. We found that, in addition to this, we could easily care for a limited number of others and at the same time could provide an unusual place of entertainment for those of the residents and visitors who wanted something exclusive and entirely different from anything that could be had elsewhere.

"We can take care of a limited number of guests and serve them in a manner that leaves absolutely nothing to be desired. We have a place here that is so beautiful in its appointments, so unique in its arrangement and location and so fascinating in its associations that, with the service we provide, it offers to those who appreciate such unusual fittings and facilities everything that could be asked for in a home or a club. Take the library for example—it represents the work of years, in selecting and collecting the works of the best authors and here it is—ready, with its big easy chair and tables—awaiting the pleasure of the guests, just as if it were their own. I do not know of any other hotel in the world that offers anything like it.

"And all the other things are on the same order.

"There is another feature in which we are unlike any other hotel. Most places of public entertainment are conducted solely for the purpose of making money for their owners.

"This is as it should be, for every place should be self supporting.

"With Temple Court, however, we are not in the business for profit but for the pleasure of the passengers on Toyo Kisen Kaisha steamers—and on other lines as well—and our only idea is to make enough to cover expense of



operation. Our facilities and accommodations are limited, as you can see, but we hope to make them of so high a class a character, of so unique and delightful an atmosphere, that booking companies and tourist agencies, as well as individuals, will be doing their clients and friends a favor when they arrange for their entertainment at Temple Court."

We listened to Thompson's enthusiasm, with mental reservations, wondering if such things could be worked out, as he so ardently hoped.

Then we went in to dinner in the magnificent dining salon, danced in the little ballroom and watched the animated groups of people gathered from all parts of the world enjoying the good things of life under this hospitable roof and we came away quite convinced from our own experience of the day and evening that, by its bold novelty and far-seeing conception, the plan had so much inherent merit that if carried out under the Asano direction it could not fail of complete success.

Temple Court has only been open to the public a few short weeks, but in that time it has met with so enthusiastic and cordial a welcome that its position as one of the most interesting things to do and the places to see is assured.

"Dine and dance at Temple Court," "Live at Temple Court," will no doubt soon be as important an item on the first traveler's itinerary as "See the Temples at Nikko, the Great Wall in China," "Visit the Burning Ghats at Benares," "Ride to the Pyramids in Egypt," or "See Westminster Abbey in London."

#### October a Busy Month for Toyo Kisen Kaisha

Despite the slackness of the shipping business generally, the steamers of Toyo Kisen Kaisha have been coming in and going out with increasing frequency, and usually with fair passenger lists and full cargoes.

In many cases the freight department has been compelled to refuse cargo for lack of space—an unusual situation under present shipping conditions, that is a high compliment to Toyo Kisen Kaisha service under the direction of Y. Yokota, assistant manager in charge of the freight department, and George E. Chapin, general freight agent. Nor has the freight been the only section in which good bookings have been apparent. Passenger lists in both directions have shown a decided improvement and the indications for the future are favorable. Some idea of the activity at Piers 34 and 36, can be gained from the chronological table below. This work is under the direction of Port Captains Ishizuka and Filmer, Chief of Commissary Matsuzaki and Port Steward James Gliddon, dean of stewards on the Pacific:

October 5—Siberia Maru sailed:  
For Yokohama, Nagasaki, Shanghai, Hongkong and Dairen, via Honolulu.  
October 7—Tenyo Maru arrived:  
From Hongkong and Yokohama via Honolulu.  
October 11—Hayo Maru arrived:  
Freight only, from New York via Canal.  
October 13—Rakuyo Maru arrived:  
Passengers and freight, from Valparaiso, Chile, and West Coast Ports.  
October 13—Hayo Maru sailed:  
For Yokohama direct.  
October 15—Rakuyo Maru sailed:  
Passengers and freight, for Yokohama and Hongkong, via Portland.  
October 17—Tenyo Maru sailed:  
For Yokohama, Shanghai, Manila and Hongkong.  
October 18—Korea Maru arrived:  
From Hongkong, China and Japan Ports, via Honolulu.  
October 19—Ginyo Maru arrived:  
Passengers and freight, from Hongkong, Japan Ports, via Honolulu and Hilo.  
October 22—Ginyo Maru sailed:  
Passengers and freight, for West Coast Ports, Canal Ports and Valparaiso, Chile.  
October 26—Korea Maru sailed:  
For Yokohama, Kobe, Nagasaki, Shanghai, Manila and Hongkong, via Honolulu.  
October 28—Shinyo Maru arrived:  
From Hongkong, China and Japan Ports, via Honolulu.



## HOTEL STEWART

CHARLES A. AND MARGARET STEWART, PROPRIETORS

On Geary Street, Just Off Union Square

### San Francisco

#### Moderate Rates

Breakfast 50c, 60c, 70c. Lunch 50c (Sundays 75c)  
Dinner \$1.25 (Sundays \$1.50).

New steel, concrete and brick structure. 400 Rooms, 300 Connecting Bath Rooms. A high class hotel at very moderate rates. Homelike comfort rather than unnecessarily expensive luxury. The Stewart is known favorably in the Orient, the Antipodes, the Hawaiian Islands and to the Tourist. In the center of the theatre and retail district. On car lines transferring to all parts of the city. Motor bus meets all trains and steamers.

## TROY LAUNDRY MACHINERY CO.

LTD.

BUILDERS OF  
SPECIALLY DESIGNED  
LAUNDRY  
EQUIPMENT  
FOR HOTEL USE

### PURVEYORS TO LEADING HOTELS IN AMERICA

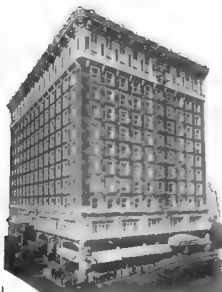
including Palace Hotel, San Francisco, Blackstone and Drake Hotels, Chicago, Biltmore and Commodore, New York.

#### Installations made in Hotels of Every Size

Write today for expert advice on your laundry problems. Our experts are at your service without charge.

#### OFFICES IN

New York Chicago Seattle Los Angeles  
SALES DEPARTMENT  
SAN FRANCISCO OFFICE  
954-56 Mission St.



## Hotel Rosslyn

**LARGEST HOTEL IN  
Los Angeles**

Erected at a cost of  
over two million  
dollars in the heart  
of the city's busi-  
ness and theatre  
district : : : : :

Rich corner suites of par-  
lor, bedroom and bath, ele-  
gantly furnished.

Magnificent lobby.

Popular prices: European  
plan—\$1.50, \$2.00, \$2.50,  
\$3.00 and \$5.00 per day and  
upward.

Automobile bus meets  
all trains.

Under personal management  
of the owners  
**HART BROS.**



Returning to Japan on the *Tonyo Maru*, after an extended visit to America, was the Reverend S. Arai, Archbishop of the Hodo sect of Buddhism, who has been investigating matters pertaining to his order in California. He is shown above in his priestly robes of rich brocade in company with his secretary, who, by coincidence, bears his same name and initial—S. Arai.

## Viscount Shibusawa—An Appreciation

By AN ADMIRER



T he advanced age of one and eighty Viscount Shibusawa, Japan's foremost financier and philanthropist, has for the fourth time come to America, arriving October 29th on the *Shinyo Maru*. It will be remembered that last year representatives of the Japanese Relations Committee of the San Francisco Chamber of Commerce and a coterie of New York financiers and publicists went over to Japan and had a series of conferences with the American Relations Committee of Japan, of which Viscount Shibusawa is the president. The Viscount's present visit to America is in a sense a return call for the visits of those distinguished Americans.

Japan's rejuvenation and her rapid progress is the work of no single man. The leaders of thought and affairs who worked for the rehabilitation of Japan are legion. Yet in the roll of honor there are a few names which attract our particular attention. In the reorganization of Japan's military powers, for instance, Field Marshal Prince

Yamagata cuts the most prominent figure. In the adoption and establishment of the constitutional government Prince Ito played the most important role. It is not too much to say that what Yamagata accomplished in military affairs and Ito in government, Viscount Shibusawa has achieved in the world of finance. The former is no more significant and phenomenal than the latter.

But to call Viscount Shibusawa a financier and captain of industry may not do him justice, for he is also a statesman and philanthropist. No other millionaire in the Mikado's land has perhaps, paid so much attention to the cause of charity as has Viscount Shibusawa. He has materially assisted in the establishment and support of schools, orphanages, reformatories, hospitals and kindred benevolent institutions. As a statesman his ability was fully proved in the services he rendered as a member of various cabinets.

Without in the least detracting from the great reputation which the Vis-

(Continued on page 68)





Exercising a more potent influence for cordial relations and better understanding than any mission that ever came to America, the two great tennis stars of Japan were given an enthusiastic reception during their stay in California. In the exhibition games at Berkeley they were winners in every game and made a host of friends by their skill, good sportsmanship and tact. In the engraving, from a photograph taken on the *Tenryo Maru*, they are shown with William Johnson (right), member of the winning Davis Cup team, which defeated the Japanese contenders, who came to the steamer to see his friends off. Zenzo Shimidzu is shown on the left, with Ichiya Kumagai, the left-handed wonder, in the center.

## Japanese Navy Chieftain Denies Story That His Nation Is Rushing Work on Warships

Vice Admiral Kato Says Government Is Curtailing Program for Bigger Sea Force Because of Money Shortage and Arms Parley.

**NOTE:** Whether with deliberate malice or as a studied insult to the distinguished visitors, the papers of San Francisco on the day following their arrival ran a story dated September 25th and as mail correspondence, to the effect that Japan, in spite of her hearty participation in the Disarmament Conference, was rushing work on her greater navy program. When the Vice Admiral, K. Kato, head of the navy delegates, was shown this article he made a vigorous denial of it as a piece of unwarranted misrepresentation. One of the *San Francisco* papers had the honesty to interview him on the subject and to publish his statement as follows:

Vice Admiral Kanji Kato, Japan's naval minister and head of the delegation passing through San Francisco to attend the conference on the limitation of armaments in Washington, vigorously denies the truth of a dispatch from Tokyo published in the newspapers, and which referred to the Japanese naval program.

Instead of warship building going on "with a rush," Kato declared that financial conditions in his country have necessitated a curtailment of building activities. Regardless of the outcome of the Washington conference, Japan is going to reduce its naval appropriations, and in December will place its second squadron out of commission, he says.

### Climax to Visit Here

Coming only a few minutes before he conducted his delegation of expert advisers to the Ferry Building on the way to Washington, Kato's statement last night proved a dramatic climax to his stay in San Francisco.

Following the public reception in the City Hall, he asked newspaper men to meet him in his suite at the hotel. There, with Captain Uyeda, his aide, he picked up a *Chronicle* clipping and proceeded to discuss its contents. It was plain that the general tenor of the article did not please the navy chief, particularly as its publication coincides with the admiral's arrival in America on a disarmament mission.

### Not Rushing Program

"The impression this article gives," he said, "is that Japan's naval program goes on with a rush. The whole story is a little bit mistaken. We are going to Washington to discuss disarmament, and we in Japan are not at the same time rushing our naval program. Under our budget system, such a thing could not be done, for Parliament must appropriate the money."

"We have in fact already curtailed our naval program for lack of funds.

(Continued on page 57)

## RELIABLE USED CARS

SOLD BY A RELIABLE FIRM  
REBUILT CADILLACS  
Open and Closed Models  
The Finest of All Quality Cars

**DON LEE**

1000 Van Ness Avenue  
San Francisco

Cadillac Agent for 17 Years

## YOSEMITE NATIONAL PARK

A WORLD WONDER  
No visitor to California should miss  
**OPEN ALL YEAR**

Always fascinating—Never the same.

Easily reached from  
San Francisco or Los Angeles.

Southern Pacific and Santa Fe  
trains connecting with



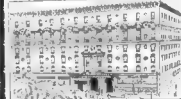
Yosemite Valley Railroad  
at Merced, California.

For folders and rates address  
this Company at Merced, Cal. or

San Francisco, Cal.  
Monadnock Bldg.  
Phone Sutter 2188

Los Angeles, Cal.  
Pacific Electric Bldg.  
Phone 67277

## HOTEL PLAZA SAN FRANCISCO



### At Union Square

The Plaza gives the best values in the three important things in hotel accommodations—

### LOCATION SERVICE RATES

European, from \$2.00

CARL SWORD, Manager



## HOTEL "OAKLAND"

500 Rooms—All Outside

Unexcelled Cuisine. Superior Service and Efficiency.

Located in Heart of City within the Center of all Business and Social Life, Overlooking Inland Salt-Water Lake.

Rates, \$2.00 per Day and upwards.

Write for Booklet.

W. C. JURGENS, Manager



## More than Acceptable Everywhere

Better than good American gold the world over  
Proof against Loss or Theft

## American Express Travelers Cheques

DOLLARS—STERLING—FRANCS

The Insured Money of All Nations

For sale at Express Offices or Banks

For all journeys secure your steamer tickets, hotel reservations and itineraries; or plan your cruise or tour through the American Express Travel Department.

American Express Company

65 Broadway, New York

International Banking Shipping  
Travel and Foreign Trade

# First Impressions of America

How the First Embassy from Japan to Washington Was Received and What the Members Thought of American Customs and Practices. Equality of Women and Their Public Appearance Cause Amazement. Observations of Party Recorded in an Interesting Diary.



THE Japanese mission to the disarmament conference is, perhaps, the largest and most important that has ever been sent from that country. It consists of representatives of the political, business, legal, naval, military circles to the number of about three hundred and in itself is a compliment to the significance of the meeting.

It is vastly different from the first mission that came to this country when, in 1860, the Embassy appointed to ratify the treaty concluded between Townsend Harris and the Shogunate, made its way to Washington.

This treaty—the first ever made between Japan and any foreign power—opened that country to intercourse and trade with the world. It was stipulated in the agreement made by Harris that its formal ratification should take place in Washington and by this means bring the two nations into closer contact at once. As Japan at that time had no ocean going steamers or sailing ships, Harris arranged that the members of the Embassy should be brought to America on the U. S. warship *Powhatan* of the Asiatic squadron.

The party consisted of the following: Shimmi Buzen no Kami, Ambassador; Muragaki Awaji no Kami, Vice-Ambassador, and Oguri Bungo no Kami, Counsellor. Their suite numbered eighty-one persons and included soldiers, secretaries, servants and a number of skilled artists whose business it was to make drawings of all they saw and to record the things they experienced on paper so as to perpetuate them for the benefit of those at home. The doings of the mission and the way the strange sights and scenes affected the visitors, were the subjects of a diary kept by Muragaki Awaji, which has been published under the auspices of the Japanese American Society, titled *Dai Ichi Kenbei Shisetsu Nikki*. This is most interesting reading as it shows in a fascinating way the contrasts of life and thought of the visitors and their hosts.

The arrival of the distinguished Japanese made a profound impression on the American public which occupied as large a percentage of space in the newspapers of the day.

the coming of the present mission to the 1921 conference has in the American press of the past month.

The following account of the Embassy and its tour of the United States is taken from the diary, from files of *Leslie's Newspaper* and of the *New York Herald* of May and June, 1860:

They sailed from Kanagawa and when the *Powhatan* arrived at Honolulu an audience with the King was arranged. This was the Ambassador's first experience of Western ceremonial, and Muragaki records their astonishment when they saw the King in a European uniform with ornaments like golden *tasuki*, as he says, and the dark-skinned Queen displaying her bare shoulders in a decollete robe. They felt, he remarks, in a little poem composed when he got back to the ship, as if they had in a dream accompanied Urashima Taro to the Dragon Palace of the fairy tale. Only in romance did it seem possible that a King should wear *tasuki* and his consort display her shoulders!

At Washington, the envoys were accommodated at Willard's Hotel, which was on the same site as the present hotel of the same name.

There appears to have been great excitement in Washington on their arrival. Crowds thronged the Navy Yard and its approaches from an early hour, boats in the stream were decorated, salutes fired, and the streets and houses on the route from the yard to Willard's Hotel were filled by spectators.

After being welcomed by the naval and civic authorities the chief members of the mission were driven in procession, escorted by troops, to their quarters. Their retinue followed in omnibuses, and the laquered "norimono," as it was styled, containing the Treaty and the Shogun's letter to the President, was carried on the top, jealously guarded by two men.

The total amount of the luggage of the mission was 81 tons, and the unpacking appears to have occasioned immense confusion. The writer in *Leslie's* says that this confusion did not abate until the *hibachi* had been found. Once a fire had been lighted in these, members of the suite sat

(Continued on page 55)





*View of Repulse Bay Hotel, the finest resort in the Far East, recently opened on Repulse Bay on the opposite side of the Island from the city. It combines every advantage of a modern resort and country club, golf, swimming, sailing, etc.*

HONGKONG HOTEL COMPANY, LIMITED  
OPERATING THE LEADING HOTELS OF HONGKONG

## Hongkong Hotel :: Hotel Mansions Repulse Bay Hotel

JAMES H. TAGGART, Managing Director

AMERICAN OR  
EUROPEAN PLAN

Hongkong is one of the most picturesque and beautiful places in the world. Situated on the Island, the City of Victoria faces the harbor and ascends the heights, its residence section occupying the terraces on the hill sides. The business portion is on the level land along the water side, while behind towers the Peak, rising nearly two thousand feet above the sea.


The City has many handsome and substantial business structures, excellent hotels, world-famous clubs and numerous attractions for the visitor. It is the oldest, richest and most important British Crown Colony in the Far East.



SPLENDID  
GRILL ROOMS

Hongkong Hotel occupies a commanding location in the center of the business section. It has been established for more than fifty years and is the center of the hotel life and social activities of the Colony. As shown in the engraving on the left it is built to suit the climate, each floor having wide airy balconies, the full length, assuring greatest comfort. It is operated on both table d'hôte and a la carte plan and is noted for the excellence of its grill room.

Hotel Mansions, another of the company's hotels under the same management is situated just across the street from Hongkong Hotel.



From left to right: Murray Hill Hotel  
(proposed), James Woods, v. p.; The  
Belmont, James Woods, v. p.; The  
Biltmore, Grand Central Terminal;  
Hotel Commodore, George W.  
Sweeney, v. p.

# Bowman Hotels

New York

*John M. E. Bowman, President*

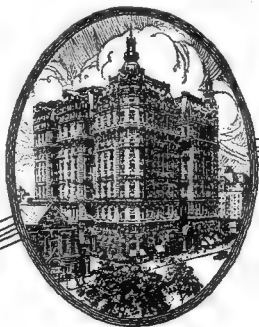




A personal hospitality and individual attention are assured by the combined efforts of a group of the best hotel managers in the world.

The traveler arriving at Grand Central Terminal can go directly to any one of the Bowman Hotels at Pershing Square without taxicab or baggage transfer.

*Pershing Square, New York*  
*The World Centre of Great Hotels*



THE  
ANSONIA  
Broadway  
at 73rd St.  
Edw. M.  
Tierney, V. P.  
in the River-  
side Residen-  
tial Section

## Japan Society of America Notes

Headquarters in San Francisco

Welcomes Japan's Consul General  
at Handsome Reception.

As the opening of the fall program after the vacation of the summer, the members of the Japan Society of America, extended its greeting to Consul General Yada and Mrs. Yada, who recently arrived from London to take up their residence in San Francisco. Mr. Yada has been stationed in the English capital for the past four and a half years and made a favorable impression on those with whom he came in contact there. The function at the Fairmont was to enable him and his charming wife to meet and become acquainted with the members of the San Francisco Society and their friends in a manner befitting the importance of his position.

The guests entered the ivory and gold ballroom, through a towering red torii flanked by a bamboo fence, such as is seen throughout Japan and passed into a veritable cherry garden, whose clouds of pink blossoms caught the soft glow from the chandeliers about which were grouped a half dozen brilliant Japanese parasols



Above is S. Yada, consul general  
of Japan in San Francisco.

making a lovely color scheme. A large stringed orchestra rendered a

program of classical music and Madam Elfrida Wynne, well known on operatic stage, sang the aria from *Madame Butterfly* in costume. After the music came dancing and a series of moving pictures, showing scenes and activities in Japan were shown in the adjoining room. More than two hundred members of the Society and their friends were present.

• • • • •

Plans for the entertainment of the distinguished visitors from Japan to the disarmament conference in Washington were upset by the short stay of the delegates in San Francisco. The Board had hoped to have some sort of a reception at which San Francisco business men would have the pleasure of meeting these officers. The shortness of time given to the city before sailing also prevented the members of the Society from doing anything for the new Ambassador to Japan, Charles Beecher Warren, as he passed through on his way to his new post.

Madame Schumann-Heink, beloved alike for her wonderful voice and her charming personality, was elected an honorary member of the Japan Society of America in recognition of her service in carrying the message of good will on her recent tour of Japan.

# W. & J. SLOANE

Established 1843

*America's Largest Dealers in*  
**HOME FURNISHINGS**

UNSURPASSED STOCKS OF

WILTON RUGS - AXMINSTER RUGS  
PERSIAN AND TURKISH RUGS  
FURNITURE OF MODERN & PERIOD  
DESIGN - DRAPERIES - WALL PAPERS  
LINOLEUMS - WINDOW SHADES



*The Lowest Prices consistent with High Quality.*



**216-228 SUTTER ST.**  
**SAN FRANCISCO**







Miss Katherine Ball, nationally recognized as an authority on Oriental art and author of the series of articles on the "Decorative Motifs of Oriental art," which has been appearing in these columns for the past two years, has taken charge of the Oriental section of the Western Fine Arts Association and gave a most interesting lecture at the meeting held the latter part of October.

Francis B. Loomis, at one time assistant secretary of State at Washington, D. C., who is president of the Japan Society of America, is at present in Europe on business connected with the oil interests.

An exhibition of Japanese paintings will be held under the auspices of the Japan Society of America at the Palace of Fine Arts in January according to the present plans. These paintings are the work of the artists of the modern school who are endeavoring to perpetuate the art of Japan as presented by the artists of the old school. The collection has been exhibited in eight of the leading cities of this country and after the San Francisco display will be sent back to Japan.

#### BULLETIN OF JAPAN SOCIETY

(Continued from page 34)

plies of salmon and cod, Americans are encouraged to form Japanese companies on an equal footing with the natives, to open out mines, forests and fisheries. Indeed, there are few governments that give to the pioneer more encouragement than Japan.

Lastly it is well to remember the fact that Japan is bringing much of that western civilization, borrowed from Europe and America, to the wild and uncultivated tribes of Mongolia, Eastern Siberia, and Manchuria. She is making of Korea, formerly a degenerate land, an industrial state, where, though the upper classes who fattened on the people, are not satisfied, the peasantry are. The farming class is well pleased with the security and justice accorded by the Japanese Government. No truly neutral observer but what notices the benefits derived from Japanese occupation. These are among the reasons why, at the present time, we should look with sympathy on the work Japan is trying to do, and realize, somewhat, the great difficulties presented. If Japan can be our advance missionary agent, should not we, who stand for the foremost things, give her a helping hand and wish her a God speed on the difficult road she has to tread?



*When in Yokohama  
be sure to visit*

## TEMPLE COURT

Japan's Most Refined Social Rendezvous, and to see the celebrated Horne Collection.

The most luxurious quarters in the Orient are available to a limited number of tourist guests.

Make Temple Court your Home in Japan.

Reservations for Chambers can be made at Toyo Kasei Kanaka Offices.

## INTERNATIONAL SILVER COMPANY

### COMPLETE SILVERWARE EQUIPMENT

for

HOTELS, RESTAURANTS,  
STEAMSHIPS, RAILROADS,  
CAFETERIAS, HOSPITALS,  
CLUBS, FAMILY USE.

Leading Hotels, Railroads, Steamships  
and Clubs are equipped with our wares.

Illustrations with quotations  
upon request.

### International Silver Company

GENERAL OFFICES:  
MERIDEN, CONN.

PACIFIC COAST DIVISION  
150 Post Street  
San Francisco, Cal.  
Phone Sutter 2085

## UNION OIL CO. OF CALIFORNIA

PRODUCER, REFINERS  
& EXPORTERS

## PETROLEUM AND ITS PRODUCTS

GASOLINE  
KEROSENE  
MOTOR OIL  
ENGINE OILS  
FUEL OIL

STEAM CYLINDER OILS  
MISCELLANEOUS OILS  
ASPHALT

CABLE ADDRESS  
PETROLEUM EXPORT DEPARTMENT  
SAN FRANCISCO, CALIFORNIA

## NEW YORK



*The*  
**WALDORF-ASTORIA**

**Roy Carruthers**  
*Managing Director*

**W**HEN travelers of distinction are about to visit New York, the Waldorf-Astoria is designated as their stopping place. This has maintained for many years, because, in the city of great hotels, there is no other which combines in such an admirable manner, the comfort that is essential and the luxury that is desirable.

*Associate Hotels under the Direction of L. M. Boomer*



**CLARIDGE**

One finds in the corridors and dining rooms of the Claridge, the leading men of theatrical, social and business life.



**MARTINIQUE**

At the Martinique a guest is made to feel that his comforts and wishes precede all else.



**McALPIN**

Hotel McAlpin abounds in unusual things. It also excels in comfort and luxury throughout its entire establishment.



**WOODSTOCK**

Hotel Woodstock combines all the charms of the world's most famous hotels with the comforts and refinements of home.



**BELLEVUE STRATFORD**

When the discriminating traveler thinks "Philadelphia" instinctively comes the mental echo "Bellevue-Stratford."



## FIRST IMPRESSIONS OF AMERICA

(Continued from page 48)

around them smoking their pipes and allowed the unpacking to proceed quietly.

## American Women Much Interested in Newcomers.

On May 16, 1860, the Ambassadors were received at the State Department by the Secretary of State, Mr. Cass. The contemporary newspapers speak in language of the highest praise of the grave and dignified deportment of the Japanese envoys, while they rebuke the public, or a section of it, for subjecting the Japanese guests of the nation to jostling and intrusion in their anxiety to see and converse with the strange visitors. On several occasions the police had to force back the crowds, but, the writer confesses, the curiosity of the Washington ladies was such that no orders or appeals from the police or the military could keep them from blocking the path of the Ambassadors from the portico to the apartment where the ceremony was to be held.

After the formal exchange of courtesies, General Cass introduced various officials and members of his family. The *Herald's* account of this follows: "And now the ladies crowded in from an adjoining room with great

rapidity, making the room quite warm. General Cass remarked to the Japanese that he did not know how they regulated their ladies, but in this country the ladies regulated the gentlemen, and went just where they pleased. This was an apology for the presence of the ladies and the Ambassadors replied, in a very grave manner, that they observed there was a marked difference in the discipline of the two countries. The General could scarcely control his countenance at this rally from the Japanese, who evidently thought they possessed an advantage over this country in this respect." Muragaki Awaji no Kami, in that portion of his diary dealing with this reception, alludes briefly to the incident, and goes on to express his surprise at the unceremonious style of the occasion. He praises the kindly and dignified bearing of General Cass, but is astonished that the whole proceedings were conducted in an informal and almost intimate manner, without, as he says, "even any tea being offered to us."

## Received by President Buchanan.

On the following day, May 17, the audience with the President, was given which was fully reported in *Louis's* newspaper of June 2, 1860. "On Thursday, May 17, at 11:30 a.



If you are troubled with Nausea or Headache while traveling on Train, Trolley, Motor, etc., use MOTHER'SILL'S SEASICK REMEDY, the one preventive of Nausea, and used by travelers the world over.

Contains no habit-forming drugs.  
For sale at all leading drug stores.

MOTHER'SILL REMEDY CO., Limited  
Detroit, Mich.

m., the Japanese Embassy went in carriages from Willard's Hotel to the President's house. They were escorted by 50 policemen in uniform, by marines and ordnance men, and a fine band of music. They were arrayed in state dresses of very singular style; the chief wearing a rich brocade purple silk sack, with flowing sleeves and trousers, while his two colleagues had similarly fashioned garments of green. They wore caps like inverted ladies' capes, fastened on the crown of the head by strings passing under the chin. They carried pikes, balherdis and emblems of their



WORLDWIDE  
BANKING  
SERVICE

—bank by mail  
with California's  
largest bank!

—our International Business  
Department

The Bank of Italy offers to the merchants and manufacturers of the Pacific Coast, and to all others who are interested in world-trade expansion, the thoroughly organized facilities of an International Business Department.

We furnish authentic information concerning market conditions, credit standing, transportation costs and routing, customs requirements, duties, etc.

Our Foreign Exchange Department is equipped to finance exports to, and imports from, any part of the globe.

These departments are supervised by experts of long experience and proven ability.



**The Golden Pheasant**  
32 GEARY STREET SAN FRANCISCO  
THE RESTAURANT REFINED  
Behaviors in the Art of Cake and Candy Making



**Scenic Flights**  
OVER SAN FRANCISCO  
and  
Upward  
**\$10.00**  
**SPECIAL TOURS**  
Del Monte, Price \$ 34 - Time 1 hour, 15 minutes  
Lake Tahoe, " 80 - Time 2 hours, 30 minutes  
Sacramento, " 34 - Time 1 hour, 15 minutes  
Los Angeles, " 180 - Time 4 hours  
Yosemite, " 60 - Time 2 hours, 30 minutes  
Reno, " 80 - Time 3 hours, 30 minutes  
Rush Service for Professional and Business Men  
**WALTER T. VARNEY**  
639 Post Street Phone Prospect 7382

At Home—  
At the Club—  
Cafe or Hotel—

**CASWELL'S**  
**COFFEE**  
always satisfactory

**Geo. W. Caswell Company**  
Phone Sutter 6654  
442-452 Second St., San Francisco, Cal.  
Sold With a Guarantee

"Tourists are cordially invited to attend our daily flower show"

**Podesta & Baldocchi**  
**FLORISTS**

Mail or Telegraphic Orders Most  
Carefully Executed

224-226 Grant Ave. San Francisco

rank. The inferior officers were small hats consisting of a round band with triangular crowns, also tied on by strings under the chin.

"In the East Room great numbers of ladies had assembled and with them the delegation of the New York Council, who had come to invite the Japanese to the metropolis. . . . There was an anxious period of expectation, when at 12 o'clock the folding doors opened . . . and the President entered accompanied by the cabinet officers. Secretary Cass then left for the ante-room where the Japanese were waiting. When he returned with them they manifested their sense of the rank of their receivers by several profound bows. A nest of paper boxes was then opened by the Embassy, and several letters produced, which were given to the President.

**Presents Letter and Address.**

"The leader then addressed the President as follows: 'His Majesty the Teyoon has commanded us that we respectfully express to His Majesty the President of the United States in his name as follows: Desiring to establish on firm and lasting foundations the relations of peace and commerce so happily existing between our two countries: That lately the Plenipotentiaries of both countries have concluded a treaty:

"Now he has ordered us to exchange the ratification of the treaty in your principal City of Washington. Henceforward he hopes that the friendly relation shall be held more and more lasting and will be very happy to have your friendly feeling.

"That you have brought us to the United States and will send us back to Japan in your man of war.' They then left the room, bowing very often while going, but they soon returned, bowing as before, when the President addressed them through the interpreter. . . .

"The President then gave them a copy of his address and shook hands with them. Introductions and handshaking became the rule, and the foreigners retired, resuming their bows, and evidently much delighted with their reception.

"During the whole ceremony the Japanese looked either steadily on the ground or directly at the President. Their entire demeanor was perfectly grave, respectful and well bred. It should be mentioned that when the Embassy first retired from the East Room it was for the purpose of bringing with them the principal ambassador, who according to their etiquette could not be present at the delivery of the letter accrediting them.

**Colonel**  
(STANDARD)  
"Get Acquainted"

Trade Mark That Protects You—

COLONE COLONE COLONE  
162 30 27



THESE GOLF BALLS are manufactured by the St. Mungo Manufacturing Company of America, whose years of experience, modern machinery and the selection of the best of materials, assures the player the utmost service—endurance, roundness, and resiliency.

Made in accordance with the rules of the U. S. G. A.  
\$1.00 each—\$12.00 per dozen

*The Colonel says:*

Don't forget that in match play, if you give your opponent, when asked, wrong information as to the number of strokes you have played, you will lose the hole unless you correct your mistake before he has played another stroke.

**St. Mungo Manufacturing Company of America**

121-123 Sylvan Avenue, Newark, New Jersey  
New York, 36 Warren Street Chicago, 36 South State Street  
San Francisco, 46 Kearny Street Boston, 143 Federal Street  
Philadelphia, 1101 Market Street



"The interview, far from being absurd or amusing as was anticipated, was of a solemn and serious character. Through the strange differences of dress, language and custom, it was evident that the Ambassadors were men of high character, honor, intelligence and refinement, and that the New World could teach them no lessons in propriety of demeanor or a due sense of official responsibility."

**What the Diary Says.**

This ends the newspaper account of the audience. It is interesting to compare it with the entries in Muragaki's diary.

The ceremony he described very briefly, and when the envoys returned to their hotel they appear to have discussed the occasion very thoroughly, and to have arrived at these conclusions:

The President, says the diary, was an old gentleman of more than 70 with white hair and a gentle manner. He was dignified, but he wore a coat of black cloth, with tight sleeves, and trousers. He had no ornaments, and no sword, and his dress did not differ from a merchant's. It was the same with the high officials. The military officials, it is true, wore golden tassels on their shoulders, and golden stripes on their sleeves, and they also carried swords. Another strange thing was the presence on such an occasion of a number of women. He goes on to say that, in a country where etiquette is not observed, it really was not much use his having put on his court robes, the kariginu, but notes with pleasure that the costumes of the envoys were fully described in the newspapers.

Having now accomplished the main object of their visit, they indulged in a round of sightseeing and entertainments. Time is too short to relate all their doings, which are faithfully described in the diary. The newspapers described their visits to a steam laundry, a sewing machine factory, a sugar refinery, a forge, a boiler yard, and so on where the artists made many drawings. By all of these they were much impressed, but their visit to Congress aroused no feeling of admiration. Muragaki, in his diary, says of this occasion: "We were taken up to the gallery while a debate was in progress, which, they told us, concerned a matter of great national importance. Seeing the usual people wearing trousers and tight-sleeved coats, shouting at the top of their voices, and the Vice-President sitting up in a high place, we whispered to one another that it was very like the fish market at Nihon-bashi."

**DENIES NAVY INCREASE IN JAPAN**

(Continued from page 47)

Our original naval program in 1917 called for twelve capital ships, battle-ships and battle cruisers of the first line. In 1918 we increased the number of capital ships to fourteen, and in 1920 to sixteen. Now what I should like to make plain is that we are today simply carrying out the original program, only we are curtailing it. In other words, due to lack of money, we are behind in our building program. That is why this article gives a mistaken impression.

**No Big Ships This Year**

"What is already in process of construction we cannot stop, just as your country has not altogether given up building battle ships. The ships we are launching this year are principally small destroyers, not big ships. We could not entirely give up our naval program even if we knew what the result of the conference on limitation of armament would be. It is a physical impossibility.

"What we are going to do is to stop work on new buildings or repairs

(Continued on page 60)

# The Bank of Chosen

Incorporated by Special Charter of Imperial Japanese Government, 1909

Capital Subscribed	.	.	.	Yen	80,000,000
Capital Paid-Up	.	.	.	Yen	50,000,000
Total Resources	.	.	.	Yen	600,000,000

## Head Office, Keijo (Seoul), Chosen (Korea)

Governor, Mr. S. MINOBE Deputy Governor, Mr. T. KANO

*Directors*

Mr. S. OATA Mr. S. KATAYAMA Mr. S. YOSHIDA Mr. S. KAKEI

**FOREIGN DEPARTMENT: TOKYO**

(All communications relating to the arrangements of correspondents and the Bank's general foreign business to be addressed to the Foreign Department)

*Principal Branches:*

CHOSEN: (Korea) Chemulpo, Pyengyang, Wonsan, Fusan, Taiku.  
MANCHURIA: Mukden, Dairen, Changchun, Newchang, Harbin, Antung.  
JAPAN: Tokyo, Osaka, Kobe, Shimonoseki.  
CHINA: Shanghai, Tsingtao, Tientsin, Tsinan.  
SIBERIA: Vladivostok  
SAN FRANCISCO: Wells Fargo National Bank.

## New York Agency, 165 Broadway

Mr. Fujimaki, Agent

# Metropolitan Laundry Co.

FOR

**STEAMSHIPS, RAILROADS  
HOTELS, RESTAURANTS  
ALSO FAMILY TRADE**

Telephone Market 2170

**We Have a Parcel Post Service for Out-of-Town  
Customers**

**SAN FRANCISCO**



## VISCOUNT SHIBUSAWA

(Continued from page 46)

count enjoys as a statesman and philanthropist, however, we may justly state that it is in connection with the transformation of Japan's finance and industry that his name will forever be remembered. Indeed, his history is the history of the economic and financial development of his country. He is the originator of the Chamber of Commerce in Japan; the Japan Mail Steamship Company is indebted to him for what it is today in the carrying trade of the world; he is responsible for the phenomenal progress of Japan's banking system; the great strides made by the island empire in the cotton-spinning industry is due to his initiative and enterprise. He has either promoted or started numerous undertakings for the supply of gas or electric light, for silk or cotton weaving, hemp and rope manufacturing, brick works, cement factories, sugar refining and many other enterprises along modern lines. He is interested in harbor construction and reclamation works, in farming, in the breeding of horses and cattle, in the manufacture of artificial manures, as well as a variety of other ventures.

Nor are his business activities con-

fined within the bounds of his country — he was the principal promoter of Korean railways, and the electric light and telephone system in Newchwang, the greatest mart of commerce in Manchuria. Until recently the Viscount was actively connected with about forty industrial companies and banks in the capacity of either president or director, but owing to his advanced age, he has resigned all the posts but the presidency of the First National Bank, which was organized by himself in 1873.

Nothing speaks more eloquently for Viscount Shibusawa's extraordinary ability than his record of achievements. Born of a plebeian family at a time when class distinction was all-important, Shibusawa, by the sheer force of assiduity and efficiency, succeeded in entering official career of the Shogun's government. When the Shogunate gave way to the new regime, he rose to the important post of Junior Vice-Minister of Finance. So interesting and instructive is the story of his rapid rise in public career that a moment's study of his early years may be justified.

Yeichi Shibusawa was born in 1840 in a small village, some 45 miles from Tokyo, then the capital of the Shogun.

As the village was in the heart of the region whereof the population was occupied in agriculture and the rearing of the silk worm, the Shibusawa family was concerned with both these industries. But young Yeichi, ambitious and naturally talented, was not contented with the lot that had been carved for his family for generations. Filial and obedient, he dared not disregard the homely duties which the occupation of the household required of him, but faithfully helped his father in the manufacture and sale of indigo, devoting to his studies only such fragmentary moments as he managed to wring from his daily pursuits.

By the time that he was 19 years old the news of the appearance in the Bay of Yeddo of Commodore Perry's warships had been heralded through the country, and the whole nation had been thrown into a state of consternation. Young Shibusawa soon betook himself to Yeddo, as Tokyo was then called, to see for himself what it all meant. There he continued his studies under a famous classical scholar, learning at the same time the martial art of fencing of a great master. From Yeddo he traveled to Kyoto, then the

(Continued on page 60)




*To the Tourist      to the Booking Agent*  
*interested in*

# California

You have more confidence in coming to, or recommending, California when you know that in both San Francisco and Los Angeles we have the most reliable and complete motor service and facilities in Western America.

To Tourists, we will sell new Hudson or Essex Motor Cars on a definite guarantee to repurchase the car at a pre-arranged cash price when owner is through with it. Or if preferred will rent cars with or without driver.

**Harold L. Arnold**

Distributor of Hudson and Essex Motor Cars  
California, Nevada, Arizona, Northern Mexico

1335 Van Ness Ave.  
San Francisco

7th & Figueroa  
Los Angeles



*Reliable and complete motor service facilities.*

Guarantee to repurchase  
Hudson and Essex motor cars...

Reliable and complete motor service facilities.





## Banking Service to Foreign Trade

While certain circumstances, augmented by modern shipping facilities are responsible for our recent rapid development in world commerce, modern banking, which has made international trading as simple as buying and selling at home, must also be given a share of the credit.

For sixty-two years the Ladd & Tilton Bank has been a recognized factor in the development of shipping in the Pacific Northwest, particularly in Portland.

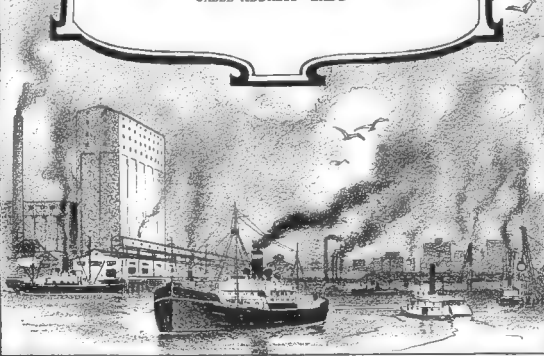
Our Foreign Department is composed of men who have expert knowledge of all transactions incident to international business.

Their knowledge, coupled with the world-wide facilities of this strong bank, forms the basis of a service to importers and exporters that is unusually complete.

When in the need of such service, communicate with us.

**LADD & TILTON BANK**  
**PORTLAND, OREGON, U. S. A.**

CABLE ADDRESS "LADD"





## VISCOUNT SHIBUSAWA

(Continued from page 58)

Mikado's capital, where his proficiency and talents were recognized by the lord of Hitotsubashi clan, one of the three principal branches of the Shogun's family.

Before long Shibusawa was made an official in the Shogunate Government at Yeddo, and in 1867 we find him sailing for France in the suite of a younger brother of the Shogun, who was going abroad to study Western sciences and institutions. His stay in Europe lasted only until the close of the following year. Upon his return home he found his former lord, the Shogun, deposed and stripped of every vestige of authority. The restoration of the Imperial regime had been effected a few months previously, and the Mikado's scepter was now swayed over the entire nation.

Under the newly organized Imperial Government, Shibusawa was appointed tax controller in the Department of Finance. Soon afterward he was promoted to be Assistant Vice-Minister of Finance, and also Chief Inspector of Trade, and in the performance of his duties he supervised the organization of several joint-stock companies, the first of their kind ever undertaken in Japan. In

1873 Shibusawa resigned as Junior Vice-Minister of Finance, to which post he had been raised shortly before, in consequence of his views on certain financial questions not meeting with the support of the ministry. Since his resignation he has never returned to the Government service, but applied his entire energies to commercial pursuits. In May, 1900, the Mikado conferred upon him a peerage in recognition of his valuable contribution as an official and as a business man to the economic development of the country. The event was record-breaking, as never before had such a mark of Imperial favor been extended to a business man in Japan.

To Americans the fact may be particularly interesting that the first banking system of Japan, adopted on Viscount Shibusawa's initiative, was suggested by similar institutions in America. When in 1870 the late Prince Ito was sent to the United States to inquire into its financial affairs with special reference to the public debt, banking, and the monetary system, he wrote reports which aroused among his colleagues much interest in the National Bank Act of this country. Having studied Ito's reports, Shibusawa, then Junior Vice-Minister of Finance, immediately took the needful steps for establish-

ing a national bank in Japan on a small scale. Thus Japan's first National Bank Act drafted by Shibusawa and put into force in 1872, was modeled after the similar law of the United States.

In the fifty years that have since passed by Japan's financial and industrial system has made a phenomenal progress. Looking backward over these years, as eventful as they are fruitful, Viscount Shibusawa must undoubtedly feel the thrill of the pride which any man who has contributed so much toward the upbuilding of the empire, is justified in harboring in his heart.

## NO INCREASE IN NAVY.

(Continued from page 57)

to our naval establishment, such as the shore stations and navy yards. Next year we have determined to reduce our naval appropriation to a certain extent—the extent has not yet been decided upon by the government.

## To Cut Expenses

“But no matter what the result of the Washington conference, we are going to reduce our expenses and will curtail some of our naval shipbuilding.

“So you see we are not rushing any naval program just as the conference approaches. We are in sincere accord with the spirit of that conference.”



## THE MITSUI BANK, LTD.

Capital Subscribed . . . . . Y100,000,000.00  
Capital Paid-Up . . . . . Y 60,000,000.00  
Reserve Fund . (July, 1921) Y 28,000,000.00

## HEAD OFFICE

NO. 1 SURUGA-CHO, NIHONBASHI-KU, TOKYO

## BRANCHES:

NIHONBASHI (Tokyo), OTARU, YOKOHAMA, NAGOYA, KYOTO, OSAKA, NISHI (Osaka),  
KAWAGUCHI (Osaka), KOBE, HIROSHIMA, SHIMONOSEKI, MOJI, WAKAMATSU,  
FUKUOKA, NAGASAKI, SHANGHAI

## FOREIGN AGENTS:

London . . . Barclays Bank Ltd. London Joint City & Midland Bank, Ltd.  
New York . . The National City Bank of New York. The Chase National Bank. Bankers Trust Co.  
Paris . . . Banque de l'Union Parisienne. Comptoir National d'Escompte de Paris.  
Bombay . . National Bank of India, Ltd.



## Across the Pacific Along the Pathway of the Sun

On the Fast, Safe, Comfortable and  
Luxurious Steamers of the  
Toyo Kisen Kaisha

Toyo Kisen Kaisha is the largest steamship company operating between San Francisco, Portland, Japan and the Orient. It maintains fast and frequent service across the Pacific, following the "Pathway of the Sun" along the semi-tropic route. This is one of the most delightful ocean voyages in the world, as it carries the passenger through smooth semi-tropic water and the balmy days and nights which permit of life in the open air on the broad decks nearly every hour of the voyage—a fact to be considered by travelers in selecting the route for their Trans-Pacific voyage.

The steamers of this line are of the most advanced types, having been built especially for this service with every device for the safety, comfort and pleasure of passengers. The present fleet of the North American line consists of the following:

S. S. "TAIYO MARU"—Newest addition to the North American fleet, is engaged with twin screw reciprocal engines, 21 knots speed, displacement 22,000 tons, gross 14,508 tons. Carries 415 first cabin passengers.

S. S. "SHINYO MARU"—Triple screw turbine, 21 knots speed, displacement 22,000 tons, gross 13,398 tons.

S. S. "TENYO MARU"—Triple screw turbine, 21 knots speed, displacement 22,000 tons, gross 13,398 tons.

S. S. "SIBERIA MARU"—Twin screw, 18 knots speed, displacement 20,000 tons, gross 11,735 tons.

S. S. "KOREA MARU"—Twin screw, 18 knots speed, displacement 20,000 tons, gross 11,810 tons.

S. S. "PERSIA MARU"—Single screw, 15 knots speed, displacement, 9000 tons, gross 4681 tons.

### S. S. TAIYO MARU

This steamer was formerly the German liner "Cap Finisterre," built for service between Hamburg and Buenos Aires. It was allocated to Japan, by the Reparations Commission in Paris and by that government allotted to the Toyo Kisen Kaisha for operation under the new name of Taiyo Maru. It has accommodations for the largest number of passengers of all classes of any steamer, in the San Francisco-Orient trade. Being designed especially for service in the tropics, Taiyo Maru is unusually well equipped for the pleasure of passengers, with wide, cool and comfortable decks, numerous large public rooms, elevator and other features including a tiled open air Roman plunge, on the top deck.

### S. S. Tenyo Maru—Shinyo Maru

The Tenyo and Shinyo Maru are sister ships of 22,000 tons displacement. They are driven by triple screw turbine engines which account for an utter absence of vibration and can attain a speed of twenty-one knots per hour. These ships are as finely equipped in every detail as the best first-class hotels on shore, and leave nothing to be desired in service or table. Eight turns around the promenade deck measures a mile, giving ample opportunity for exercise and promenade. The table is unsurpassed.

### S. S. Korea Maru—Siberia Maru

The Korea Maru and Siberia Maru are somewhat smaller than the above mentioned, being of 20,000 tons displacement and

(Continued on page 62)



Why?

## M. J. B. COFFEE

VACUUM PACKED IN TINS

Remains Fresh Indefinitely—  
SUITABLE FOR SHIPMENT TO  
ANY PART OF THE WORLD.

*First in Quality. Unsurpassed in Flavor. The Most Economical Coffee. More Cups to the Pound. Every Can Guaranteed*

M. J. BRANDENSTEIN & CO.

655 THIRD STREET

SAN FRANCISCO, CALIF.

## HONGKONG & WHAMPOA DOCK CO. LIMITED

TELEGRAPHIC ADDRESS:

"HONGKONG" HONGKONG

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON AND BRASS FOUNDERS, FORGE MASTERS, ELECTRICIANS

Cables Used: AT: A & C. Fifth Edition: Engineering, First and Second Editions: Marine Rules and Notices



Toyo Kisen Kaisha S. S. Shinyo Maru in the Hongkong and Whampoa Dry Dock at Hongkong.

Please Address Enquiries to the Chief Manager, R. M. DYER, B. Sc., M. I. N. A. Kowloon Docks, Hongkong. Head Office, Kowloon. Town Office, Queen's Bldg.

## The Taikoo Dockyard and Engineering Company Of HONGKONG, Limited

Works and General Offices: QUARRY BAY, HONGKONG

General Managers: JOHN SWIRE & SONS, Ltd., 8, Billiter Square, London  
Agents in Hongkong, China and Japan:

BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

Telegrams: TEMSELOAF, London; TAIKOO DOCK, Hongkong.

ENGINEERS BOILER MAKERS REPAIRERS

BUILDERS OF ALL TYPES OF

PASSENGER AND CARGO STEAMERS

DRY DOCK, 787 x 88 FEET 11 DEPTH, 34 1/2 FEET

SLIPWAYS CAPABLE OF TAKING STEAMERS UP TO:

No. 1, 2700 TONS; No. 2, 2000 TONS; No. 3, 2000 TONS

The Building Yard is Laid Out With Furnaces and Plant Fitted  
for Building Vessels up to 20,000 Tons



## ACROSS THE PACIFIC

(Continued from page 61)

are driven by twin screw engines. They were built especially for the Trans-Pacific trade, with unusually broad decks and perfect ventilation and are exceptionally comfortable.

S. S. Persia Maru is of 9,000 tons displacement and is popular.

Its passenger accommodations are amidships, all rooms being afforded plenty of light and ventilation. All rooms are comfortable.

**San Francisco-Portland-Japan Service**

Another passenger and freight service is

maintained between Japan and Portland, Oregon, via San Francisco eastbound, and from Portland to the Orient direct westbound with sailings practically every month.

In addition to these liners a number of freighters are also operated on the North American line, giving a freight service extending from San Francisco to Singapore, by way of Japan, China and Philippine ports.

Another freight service is from Singapore to Havana, Cuba, by way of Japan, China, Honolulu, San Francisco, New Orleans and Havana.

On these lines vessels of the standard 8,800 deadweight ton type are used, which are

designed particularly for this trade. These at present are

CHOYO MARU  
REIYO MARU  
HAYO MARU

KOYO MARU  
MEIYO MARU  
KAISHO MARU

**TOYO KISEN KAISHA TRANS-PACIFIC SERVICE TO SOUTH AMERICA**

In connection with the trans-Pacific service to North America, Toyo Kisen Kaisha also operates a line of steamers from Hongkong to Valparaiso (South America), via Moji, Kobe, Yokohama, Honolulu, San Francisco, Portland, Ore., San Pedro (Los Angeles), Salina Cruz, Balboa (Ancon), Callao, Arica and Iquique. This is one of

## SAILING SCHEDULE—TOYO KISEN

(ORIENTAL S. S. CO.)

## WESTWARD TO THE ORIENT

STEAMERS	Arrive Leave	San Francisco	Honolulu	Yokohama	Kobe	Nagasaki	Dairen	Shanghai	Manila	Hongkong
Korea Maru	Arrive Leave	Aug. 10 p.m.	Aug. 16 a.m. 16 p.m.	Aug. 27 a.m. 30 a.m.	Aug. 31 a.m. Sept. 1 p.m.	Sept. 2 p.m. 3 p.m.	.....	Sept. 5 a.m. 5 p.m.	Sept. 9 a.m. 10 p.m.	Sept. 12 a.m.
Shinyo Maru	Arrive Leave	Aug. 23 p.m.	Aug. 29 a.m. 29 p.m.	Sept. 9 a.m. 12 a.m.	Sept. 13 a.m. 14 p.m.	Sept. 15 p.m. 16 p.m.	.....	.....	Sept. 20 p.m. 21 p.m.	Sept. 23 a.m.
Persia Maru	Arrive Leave	Sept. 6 p.m.	Sept. 13 a.m. 13 p.m.	Sept. 26 a.m. 29 a.m.	Sept. 30 p.m. Oct. 1 p.m.	.....	Oct. 4 p.m. 5 a.m.	.....	.....	Oct. 9 a.m.
Taiyo Maru	Arrive Leave	Sept. 17 p.m.	Sept. 23 a.m. 23 p.m.	Oct. 4 a.m. 7 a.m.	Oct. 8 a.m. 9 p.m.	Oct. 10 p.m. 11 p.m.	.....	Oct. 13 a.m. 13 p.m.	Oct. 17 a.m. 18 p.m.	Oct. 20 a.m.
Siberia Maru	Arrive Leave	Oct. 5 p.m.	Oct. 11 a.m. 11 p.m.	Oct. 22 a.m. 25 a.m.	Oct. 26 a.m. 27 p.m.	.....	Oct. 30 a.m. 31 p.m.	Nov. 2 a.m. 2 p.m.	.....	Nov. 5 a.m.
Tenyo Maru	Arrive Leave	Oct. 17 p.m.	Oct. 23 a.m. 23 p.m.	Nov. 3 a.m. 6 a.m.	Nov. 7 a.m. 8 p.m.	Nov. 9 p.m. 10 p.m.	.....	Nov. 12 a.m. 12 p.m.	Nov. 16 a.m. 17 p.m.	Nov. 19 a.m.
Korea Maru	Arrive Leave	Oct. 26 p.m.	Nov. 1 a.m. 1 p.m.	Nov. 12 a.m. 15 a.m.	Nov. 16 a.m. 17 p.m.	Nov. 18 p.m. 19 p.m.	.....	Nov. 21 a.m. 21 p.m.	Nov. 25 a.m. 26 p.m.	Nov. 28 a.m.
Shinyo Maru	Arrive Leave	Nov. 7 p.m.	Nov. 13 a.m. 13 p.m.	Nov. 24 a.m. 27 a.m.	Nov. 28 a.m. 29 p.m.	Nov. 30 p.m. Dec. 1 p.m.	.....	.....	Dec. 5 p.m. 6 p.m.	Dec. 8 a.m.
Persia Maru	Arrive Leave	Nov. 22 p.m.	Nov. 29 p.m. 30 a.m.	Dec. 13 a.m. 16 a.m.	Dec. 17 p.m. 18 p.m.	.....	Dec. 21 p.m. 22 a.m.	.....	.....	Dec. 26 a.m.
Taiyo Maru	Arrive Leave	Dec. 5 p.m.	Dec. 11 a.m. 11 p.m.	Dec. 22 a.m. 25 a.m.	Dec. 26 a.m. 27 p.m.	Dec. 28 p.m. 29 p.m.	.....	Dec. 31 a.m. 31 p.m.	(1922) Jan. 4 a.m. 5 p.m.	(1922) Jan. 7 a.m.
Siberia Maru	Arrive Leave	Dec. 23 p.m.	Dec. 29 a.m. 29 p.m.	(1922) Jan. 9 a.m. 12 a.m.	(1922) Jan. 13 a.m. 14 p.m.	.....	(1922) Jan. 17 a.m. 18 p.m.	(1922) Jan. 20 a.m. 20 p.m.	.....	Jan. 23 a.m.
Tenyo Maru	Arrive Leave	(1922) Jan. 3 p.m.	(1922) Jan. 9 a.m. 9 p.m.	Jan. 20 a.m. 23 a.m.	Jan. 24 a.m. 25 p.m.	(1922) Jan. 26 p.m. 27 p.m.	.....	Jan. 29 a.m. 29 p.m.	.....	Feb. 1 a.m.
Korea Maru	Arrive Leave	Jan. 13 p.m.	Jan. 19 a.m. 19 p.m.	Jan. 30 a.m. Feb. 2 a.m.	Feb. 3 a.m. 4 p.m.	Feb. 5 p.m. 6 p.m.	.....	Feb. 8 a.m. 8 p.m.	Feb. 12 a.m. 13 p.m.	Feb. 15 a.m.
Shinyo Maru	Arrive Leave	Jan. 24 p.m.	Jan. 30 a.m. 30 p.m.	Feb. 10 a.m. 13 a.m.	Feb. 14 a.m. 15 p.m.	Feb. 16 p.m. 17 p.m.	.....	Feb. 19 a.m. 19 p.m.	Feb. 23 a.m. 24 p.m.	Feb. 26 a.m.
Persia Maru	Arrive Leave	Feb. 11 p.m.	Feb. 18 p.m. 19 a.m.	Mar. 4 a.m. 7 a.m.	Mar. 8 p.m. 9 p.m.	.....	Mar. 12 p.m. 13 a.m.	.....	.....	Mar. 17 a.m.

NOTE.—The dates of departure, as above given, are sometimes changed through unavoidable circumstances. Passengers should ascertain from the Company's Agents at their ports of embarkation the exact date of departure.



the longest regular service in operation by any Japanese steamship line touching American ports.

The steamers on this line are in through round trip service between China and Japan ports and Southern Chile via San Francisco and West Coast ports of North and South America. Steamers call at San Pedro and Portland, Ore. on their outward and homeward voyages to the Orient. These steamers are all large and modern and have saloon accommodations.

S. S. "ANYO MARU"—The Anyo Maru was built at the Mitsubishi Dockyard and Engine Works, Nagasaki, and has a dis-

placement of 18,500 tons. It is 466 feet in length, 58 feet in breadth, with a depth of 38 feet. The Anyo Maru has accommodations for 40 first, 50 second, and 636 third-class passengers.

S. S. "RAKUYO MARU"—This is a new combination passenger and freight steamer built by the Asano Shipbuilding Company in Japan for the South American trade. It is approximately 460 feet long, 58 feet beam and 38 feet depth, with a gross tonnage of about 12,500 tons. It has accommodations for 46 first cabin, 51 second cabin and 616 steerage passengers and is equipped with geared twin-screw engines.

S. S. "GINYO MARU"—This is a sister ship to the Rakuyo Maru, being practically the same in size and specifications.

S. S. "BOKUYO MARU"—Same type steamer as the Ginyo Maru, being same size and specifications as the Rakuyo Maru.

S. S. "SEIYO MARU"—This vessel is 14,000 tons displacement and was built by Russell & Company, Port Glasgow. It has accommodations for 30 first, 40 second, and 495 third-class passengers. It is 404 feet in length, with a breadth of 52 feet.

With these steamers in service, the South American line will be the best equipped steamer line in that trade.

# KAISHA—NORTH AMERICAN LINE

(Subject to Change Without Notice)

## EASTWARD TO AMERICA

Hongkong		Keelung	Shanghai	Dairen	Nagasaki	Kobe	Shimizu	Yokohama	Honolulu	San Francisco	STEAMERS
Lay Days											
Survey Docking 14	June 10 p.m.	June 12 a.m. 12 p.m.	June 14 a.m. 14 p.m.	June 16 a.m. 17 p.m.	.....	June 20 a.m. 21 p.m.	.....	June 22 p.m. 24 p.m.	July 3 p.m. 4 a.m.	July 10 p.m.	Siberia Maru
9	June 21 p.m.	.....	June 24 a.m. 24 p.m.	.....	June 26 a.m. 27 a.m.	June 28 a.m. 29 p.m.	(1921) June 30 a.m. 30 p.m.	July 1 a.m. 3 p.m.	July 12 p.m. 13 a.m.	July 19 p.m.	Tenyo Maru
7	July 1 p.m.	July 3 a.m. 3 p.m.	July 5 a.m. 5 p.m.	.....	July 7 a.m. 8 a.m.	July 9 a.m. 10 p.m.	July 11 a.m. 11 p.m.	July 12 a.m. 14 p.m.	July 23 p.m. 24 a.m.	July 30 p.m.	Korea Maru
Survey Docking 15	July 16 p.m.	July 18 a.m. 18 p.m.	July 20 a.m. 20 p.m.	.....	July 22 a.m. 23 a.m.	July 24 a.m. 25 p.m.	July 26 a.m. 26 p.m.	July 27 a.m. 29 p.m.	Aug. 7 p.m. 8 a.m.	Aug. 14 p.m.	Shinyo Maru
Docking 7	July 30 p.m.	.....	.....	Aug. 3 p.m. 4 a.m.	.....	Aug. 7 a.m. 8 a.m.	.....	Aug. 9 p.m. 11 p.m.	Aug. 22 p.m. 23 a.m.	Aug. 30 p.m.	Persia Maru
10	Aug. 12 p.m.	.....	Aug. 15 a.m. 15 p.m.	.....	Aug. 17 a.m. 18 a.m.	Aug. 19 a.m. 20 p.m.	Aug. 21 a.m. 21 p.m.	Aug. 22 a.m. 24 p.m.	Sept. 2 p.m. 3 a.m.	Sept. 9 p.m.	Taiyo Maru
8	Aug. 27 p.m.	.....	Aug. 30 a.m. 30 p.m.	Sept. 1 a.m. 2 p.m.	.....	Sept. 5 a.m. 6 p.m.	Sept. 7 a.m. 7 p.m.	Sept. 8 a.m. 10 p.m.	Sept. 19 p.m. 20 a.m.	Sept. 26 p.m.	Siberia Maru
Docking 10	Sept. 9 p.m.	.....	Sept. 12 a.m. 12 p.m.	.....	Sept. 14 a.m. 15 a.m.	Sept. 16 a.m. 17 p.m.	Sept. 18 a.m. 18 p.m.	Sept. 19 a.m. 21 p.m.	Sept. 30 p.m. Oct. 1 a.m.	Oct. 7 p.m.	Tenyo Maru
9	Sept. 20 p.m.	.....	Sept. 23 a.m. 23 p.m.	.....	Sept. 25 a.m. 26 a.m.	Sept. 27 a.m. 28 p.m.	.....	Sept. 29 p.m. Oct. 1 p.m.	Oct. 10 p.m. 11 a.m.	Oct. 17 p.m.	Korea Maru
9	Oct. 2 p.m.	.....	Oct. 5 a.m. 5 p.m.	.....	Oct. 7 a.m. 8 a.m.	Oct. 9 a.m. 10 p.m.	.....	Oct. 11 p.m. 13 p.m.	Oct. 22 p.m. 23 a.m.	Oct. 29 p.m.	Shinyo Maru
6	Oct. 15 p.m.	.....	.....	Oct. 19 p.m. 20 a.m.	.....	Oct. 23 a.m. 24 a.m.	.....	Oct. 25 p.m. 27 p.m.	Nov. 7 p.m. 8 a.m.	Nov. 15 p.m.	Persia Maru
Dock ag 10	Oct. 30 p.m.	.....	Nov. 2 a.m. 2 p.m.	.....	Nov. 4 a.m. 5 a.m.	Nov. 6 a.m. 7 p.m.	.....	Nov. 8 p.m. 10 p.m.	Nov. 19 p.m. 20 a.m.	Nov. 26 p.m.	Taiyo Maru
Docking 10	Nov. 15 p.m.	.....	Nov. 18 a.m. 18 p.m.	Nov. 20 a.m. 21 p.m.	.....	Nov. 24 a.m. 25 p.m.	.....	Nov. 26 p.m. 28 p.m.	Dec. 7 p.m. 8 a.m.	Dec. 14 p.m.	Siberia Maru
9	Nov. 28 p.m.	.....	Dec. 1 a.m. 1 p.m.	.....	Dec. 3 a.m. 4 a.m.	Dec. 5 a.m. 6 p.m.	.....	Dec. 7 p.m. 9 p.m.	Dec. 18 p.m. 19 a.m.	Dec. 25 p.m.	Tenyo Maru
Docking 10	Dec. 8 p.m.	.....	Dec. 11 a.m. 11 p.m.	.....	Dec. 13 a.m. 14 a.m.	Dec. 15 a.m. 16 p.m.	.....	Dec. 17 p.m. 19 p.m.	Dec. 28 p.m. 29 a.m.	(1922) Jan. 4 p.m.	Korea Maru
Docking 11	Dec. 19 p.m.	.....	Dec. 22 a.m. 22 p.m.	.....	Dec. 24 a.m. 25 a.m.	Dec. 26 a.m. 27 p.m.	.....	Dec. 28 p.m. 30 p.m.	(1922) Jan. 8 p.m. 9 a.m.	Jan. 15 p.m.	Shinyo Maru
Docking 9	(1922) Jan. 4 p.m.	.....	.....	(1922) Jan. 8 p.m. 9 a.m.	.....	(1922) Jan. 12 a.m. 13 a.m.	.....	(1922) Jan. 14 p.m. 16 p.m.	Jan. 27 p.m. 28 a.m.	Feb. 4 p.m.	Persia Maru
9	Jan. 16 p.m.	.....	(1922) Jan. 19 a.m. 19 p.m.	.....	(1922) Jan. 21 a.m. 22 a.m.	Jan. 23 a.m. 24 p.m.	.....	Jan. 25 p.m. 27 p.m.	Feb. 5 p.m. 6 a.m.	Feb. 12 p.m.	Taiyo Maru
8	Jan. 31 p.m.	.....	Feb. 3 a.m. 3 p.m.	Feb. 5 a.m. 6 p.m.	.....	Feb. 9 a.m. 10 p.m.	.....	Feb. 11 p.m. 13 p.m.	Feb. 22 p.m. 23 a.m.	Mar. 1 p.m.	Siberia Maru
Docking 10	Feb. 11 p.m.	.....	Feb. 14 a.m. 14 p.m.	.....	Feb. 16 a.m. 17 a.m.	Feb. 18 a.m. 19 p.m.	.....	Feb. 20 p.m. 22 p.m.	Mar. 3 p.m. 4 a.m.	Mar. 10 p.m.	Tenyo Maru
9	Feb. 24 p.m.	.....	Feb. 27 a.m. 27 p.m.	.....	Mar. 1 a.m. 2 a.m.	Mar. 3 a.m. 4 p.m.	.....	Mar. 5 p.m. 7 p.m.	Mar. 16 p.m. 17 a.m.	Mar. 23 p.m.	Korea Maru
11	Mar. 9 p.m.	.....	Mar. 12 a.m. 12 p.m.	.....	Mar. 14 a.m. 15 a.m.	Mar. 16 a.m. 17 p.m.	.....	Mar. 18 p.m. 20 p.m.	Mar. 29 p.m. 30 a.m.	Apr. 5 p.m.	Shinyo Maru
Survey 12	Mar. 29 p.m.	.....	.....	Apr. 2 p.m. 3 a.m.	.....	Apr. 6 a.m. 7 a.m.	.....	Apr. 8 p.m. 10 p.m.	Apr. 21 p.m. 22 a.m.	Apr. 29 p.m.	Persia Maru

Stay of Steamers.—The stay of steamers at intermediate ports of call is about as follows: Honolulu 12 hours; Yokohama westward 72 hours, eastward 48 hours; Kobe westward 24 to 48 hours, eastward 12 to 30 hours; Nagasaki 12 to 20 hours; Shanghai 12 hours; Manila 36 hours; Dairen 12 to 36 hours. These figures are approximate and subject to change as the requirements of schedule may demand.





A LIST OF AGENTS AND REPRESENTATIVES OF

# TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP CO.)  
IMPERIAL JAPANESE AND UNITED STATES MAIL LINE

"THE PATHWAY OF THE SUN"

## From San Francisco and Portland, Ore., to Japan, China, Philippines and the Far East

For Information Regarding Passage and Freight Address any of the Following:

**TOYO KISEN KAISHA** maintains agents in the principal cities of the world, thus enabling travelers to secure definite information regarding rates and sailings at all times. The full list of these representatives is given below, and they will be glad to give any service in their power to those who request their assistance. As these men are all recognized authorities on travel matters, travelers will find it to their advantage to avail themselves of their service and advice whether their plans are for the transpacific journey or for travel in America or any other country in the world.

**TOYO KISEN KAISHA**

Head Office: Tokyo, Japan

General Office: Yokohama

San Francisco Office:

Fourth Floor, Merchants National Bank Building.

New York Office: 144 Broadway

**AGENTS IN THE UNITED STATES, CANADA AND MEXICO**

**Akron, Ohio**  
Firstone Park Trust & Savings Bank.  
C. D. Honodine, Union Passenger Depot.  
Rubber City Savings Bank.

**Atlanta, Ga.**  
Conard Line, 33 North Forsyth St.  
D. Ashbury, Gen. Agent Southern Pacific Co.,  
219 Easley Bldg.

**Baltimore, Md.**  
Conard Line, 107 E. Baltimore St.  
Am. Express Co., 19 E. Baltimore St.  
B. Johnson, Gen. Agent, Southern Pacific Co.,  
402 Hartman Bldg.

**Birmingham, Ala.**  
B. J. Brown, Gen. Agent, Southern Pacific Co.,  
5 Woodworth Bldg.

**Boston, Mass.**  
Conard Line, 126 State St.  
Thomas Cook & Son, 218 Washington St.  
Wm. H. Evans S. S. and Tourist Agency, 10 Congress St.  
Raymond & Whitcomb, 22 Beacon St.  
Marster's Tour, 243 Washington St.  
Am. Express Co., 65 Franklin St.  
J. H. Glynn, Gen. Agent, Southern Pacific Co.,  
12 Milk St.

Willard Massey, Gen. Agent, Union Pacific Co.,  
267 Old South Bldg.  
S. B. St. John, D.P.A., Santa Fe, 318 Washington St.  
E. G. Fale, G. A., Western Pacific, 430 Old South Bldg.

**Buffalo, New York**  
Am. Express Co., Main and Erie St.  
Buffalo Trust Co.

**Berkley, Cal.**  
First National Bank.

**Cincinnati, Ohio**  
American Express Co., 4th and Race Sts.  
F. J. Scott, Gen. Agent, Southern Pacific Co.,  
202 2nd National Bank Bldg.  
W. H. Connor, Gen. Agent, Union Pacific Co.,  
704 Union Central Bldg.  
F. G. Burnett, G. A., Santa Fe, 200 Neave Bldg.

**Chicago, Ill.**  
Conard Line, 167 North Dearborn St.  
Thomas Cook & Son, 203 South Dearborn St.  
Raymond & Whitcomb, 112 North Dearborn St.  
Am. Express Co., 32 North Dearborn St.  
Universal Marine Agency 147 So. Clark St.  
T. L. Keith, 179 W. Jackson Boulevard.  
38 W. Jackson Bldg.  
C. L. McFaul, Gen. Agent, Southern Pacific Co.,  
38 W. Jackson Bldg.  
Geo. Riemann, G. A. P. D., Union Pacific Co.,  
11 East Washington St.  
J. R. Moriarty, D. P. A., Santa Fe, 179 W. Jackson St.  
J. L. Hohl, G. A., Western Pacific, 700 Westminter Bldg.

**Cleveland, Ohio**  
Conard Line, Hotel Cleveland, Public Square.  
The Colver-Miller Co., 303 East Ninth St., Cleveland Trust Bldg.  
Akers, Polman & Lawrence, 712 Euclid Ave.  
Am. Express Co., 2048 E. 9th St.  
P. Palmer, D. P. A., Santa Fe, 465 Bangor Bldg.  
J. H. Harper, G. A., Western Pacific, Bangor Bldg.  
**Calzeico, Cal.**  
G. O. Culley, Art. Southern Pacific.

**Denver, Colo.**  
American Express Co., 1643 Stout St.  
E. D. Whitley, Denver R. S. and Tourist Agency.  
611-17 St.  
F. W. Seelwick, Gen. Agt., Southern Pacific Co.,  
611-17 St.  
J. P. Hall, D. P. A., Santa Fe, 304 U. S. Nat. Bank Bldg.  
W. R. Conditoff, A. G. P. A., Union Pacific Co.,  
18th & California.  
S. Ban & Co., 300 Larimer St.

**Des Moines, Iowa**  
D. M. Brunk, Gen. Agent, Union Pacific Co., 209 Fifth St.  
C. A. Moore, G. A., Santa Fe, 616 Flynn Bldg.  
H. W. Harro, D. P. A., Chicago, Milwaukee and St. Paul Ry., Union Station.

**Detroit, Mich.**  
Conard Line, 36 Washington Boulevard.  
Am. Express Co., 25 Fort St. West.  
W. W. Hale, Gen. Agent, Southern Pacific Co.,  
211 Majestic Bldg.  
A. H. Mason, Gen. Agent, Union Pacific Co.,  
11-17 Lafayette Bldg.  
F. T. Hendry, Gen. Agent, Santa Fe, Free Press Bldg.  
H. I. Soudard, G. A., Western Pacific, 603 C. of C. Bldg.  
M. S. Murphy Co., 200 Murphy Bldg.

**El Paso, Tex.**  
Southwestern S. S. Agency.  
**El Centro, Cal.**  
Security Commercial & Savings Bank.  
**Fort Worth, Texas**  
E. W. Martindale, G. A., Western Pacific, near of F. W. D. C. R. R.  
**Grand Junction, Colo.**  
W. H. Kenney, G. A., Western Pacific.  
**Highland Park, Mich.**  
Highland Park State Bank.  
**Hot Springs, Ark.**  
Leon Numaville, Mo. Pac. Ticket Office.

**Kansas City, Mo.**  
J. M. Hardy, 707 Walnut St.  
Violeta Travel Bureau, Hotel Meublebach.  
American Express Co., 1155 McGee St.  
L. B. Banks, Gen. Agent, Southern Pacific Co.,  
Railway Exchange Bldg.  
Seth Rhoads, A. G. P. A., 605 Walnut St.  
Geo. Hagenbuch, D. P. A., Santa Fe, 719 Walnut St.  
E. C. Rensbury, G. A., West. Pac., 112 Ry. Exch. Bldg.

**Los Angeles, Cal.**  
S. L. Kreider, Pacific Elmer Building.  
American Express Co., 718 S. Broadway.  
Thomas Cook & Son, Hotel Alexandria.  
D. W. Ferguson, 751 S. Spring St.  
Equitable S. Agency, 1st and Spring Streets.

**Memphis, Tenn.**  
H. D. Wilson, 18 North Main St.  
L. C. Bouchard, Gen. Agent, Southern Pacific Co.,  
Exchange Bldg.

**Milwaukee, Wis.**  
E. G. Clay, Gen. Agent, Union Pacific Co., 251 Grand Ave.  
American Express Co., 388 Broadway.  
C. F. Melzer, C. M. & St. P. Ry., 205 East Water St.

**Minneapolis, Minn.**  
Conard Line, Metropolitan Life Bldg.  
Nile Nilson, 127 S. Third St.  
American Express Co., 419 Marquette.  
E. H. Hawley, Gen. Agent, Union Pacific Co., 136 North Third St.  
O. F. McNeil, G. P. A., N. Y. P. Ry. Co.,  
322 Second Street.

**Newbury, Tenn.**  
J. F. Osborn, Jr., Union Station.

(Continued on page 66)



# Oregon-Pacific Company

WILCOX BUILDING

CABLES: POWLMAC

PORTLAND, OREGON

Shipbrokers, Freight Forwarders and  
General Agents

FOR

**TOYO KISEN KAISHA**

(ORIENTAL S. S. CO.)

## SERVICES

**Portland to the  
Orient and  
South America**

Regular direct freight services to and from  
Portland to Japan, China, Mexico, Panama  
and West Coast of South America.

Regular direct passenger service to Japan  
and China from Valparaiso and other West  
Coast points, via Portland.

## JOINT SERVICES OF

**Holland-America Line and Royal Mail Steam Packet Company**

Regular direct freight service from Portland to the United Kingdom, France, Holland and Germany.

**Charles Nelson Company**

Northbound freight service, San Francisco  
to Portland.

**Columbia Navigation Co.**

Freight service between Portland and  
Siletz, Yaquina and Alsea Bay ports.

## PASSENGER BOOKING AGENTS

Holland-America Line, Royal Mail Steam Packet Company, Matson Line  
Toyo Kisen Kaisha and many others.

## STEAMER TICKETS

to Europe, South America, Hawaii, South Seas and the Orient.



# JAPAN INVITES YOU



HE lovely land of cherry blooms; of superb Fuji; of verdant mountains and sparkling streams; of tea and rice fields; of silk and pottery makers; of quaint age old customs, of gorgeous temples; of smiling, obliging men and women who welcome you, is today the **WORLD'S MOST FASCINATING VACATION LAND.**

Trans-pacific steamer fares are the lowest in the world for distance and service given. Japanese hotel rates are moderate; \$4.00 to \$8.00 per day per person for meals and room.

Japan Hotel Association organized by hotel men to insure proper service to visitors, includes leading hotels.

"JAPAN," a handy guide book sent free on request of Secretary Japan Hotel Association, Japan Tourist Bureau, Central Station, Tokyo; or 625 Market St., San Francisco, or Traffic Bureau, Dept. of Railways, Tokyo, or at any office of Toyo Kisen Kaisha, or Thomas Cook & Sons.

## DAVIES, TURNER & CO.

Foreign Freight Contractors  
and Forwarders

Customs Brokers  
Storage  
Marine Insurance

## FREIGHT BROKERS

### OFFICES:

New York	London
Boston	Paris
Chicago	Liverpool
Philadelphia	Manchester
Cleveland	Glasgow
Detroit	Bristol
St. Louis	Leeds
Indianapolis	Birmingham
Cincinnati	Ostend, (Belgium)

SAN FRANCISCO  
110 CALIFORNIA STREET

FREIGHT AGENTS  
**TOYO KISEN KAISHA**  
MESSAGERIES MARITIMES OF FRANCE

Cable Address—All Offices—"SPEDITION"

(Continued from page 64)

**New York, N. Y.**  
Toyo Kisen Kaisha, 165 Broadway.  
The Cunard Line, 25 Broadway.  
Thomas Cook & Son, 561 5th Ave. & 245 Broadway.  
Raymond & Whitcomb, 225 Fifth Ave.  
McCann's Tours, Marbridge Bldg., B'rdw'y at 34th.  
Frank Tourist Co., 489 5th Ave.  
Marster's Tours, 1123 Broadway.  
Gillespie, Kinports and Beard, 59 W. 37th St.  
Frank C. Clark, Times Building.  
Miller Tourist Co., 5 Columbus Circle.  
Edwin H. Low's Steamship Agency, 1123 Broadway.  
Am. Express Co., 65 Broadway and 118 W. 39th.  
International Sleeping Car Co., 281 5th Ave.  
Bennett's Travel Bureau, 506 5th Ave.  
W. C. Connor, Jr., G. A., Western Pacific, 1102 71 Broadway.

**New Orleans, La.**—F. J. Orfila, 205 St. Charles St.  
Cunard S. S. Co., 205 St. Charles St.  
J. E. Lambert, St. Charles and Gravier Sts.

**Nogales, Ariz.**  
T. G. Wright, care of Southern Pacific Co.

**Oakland, Cal.**—Crabtree's Travel Office, 1437 Broadway.

**Ogden, Utah**  
Goodman, Thomas Tours Co., 2379 Hudson Ave.  
Tamaki & Co., 2456 Wall St.  
E. Nentebom, 2370 Washington Ave.

**Omaha, Neb.**—Peters Trust Co.  
H. G. Bock, G. A., W. P. R. R. 704 W. O. W. Bldg.  
W. E. Bock, C. M. & St. P. Ry. Co., 407 S. 15th St.

**Philadelphia, Pa.**  
Cunard Line, 1300 Walnut St.  
Thomas Cook & Son, 225 South Broad St.  
Raymond & Whitcomb, 1338 Walnut St.  
Am. Express Co., 143 So. Broad St.  
Bartlett Tours Company, 200 So. 13th St.  
F. T. Brooks, 1602 Chestnut St.  
F. L. Feakins, 536 Commercial Trust Bldg.  
C. C. Dillard, D. P. A., Santa Fe, 602 Finance Bldg.

**Pocatello, Idaho.**  
S. Ban & Co., 111 N. 2nd Ave.

**Pittsburg, Pa.**  
Cunard Line, 712 Smithfield St.  
Am. Express Co., 909 Liberty Ave.  
G. G. Herring, Gen. Agent, Southern Pacific Co.,  
Chamber of Commerce Bldg.  
John D. Carter, 5th and Liberty.  
C. H. Beach, 208 Park Bldg.  
J. T. Neison, G. A., Western Pacific, 311 Park Bldg.

**Portland, Ore.**  
Oregon Pacific Co., Wilcox Bldg.  
American Express Co., 6th and Oak Sts.  
W. C. McBride, G. A., 415 Failing Bldg.

**Portland, Me.**—Robt. W. Reford Co., Inc., 198 Middle St.

**Phoenix, Ariz.**  
W. Ward Davies, 213 W. Washington St.

**Redlands, Cal.**—First National Bank.

**Richmond, Va.**—C. C. Alley, 830 E. Main St.

**Riverside, Cal.**—First National Bank.

**San Francisco, Cal.**  
Toyo Kisen Kaisha, 625 Market St.

**Seattle, Wash.**  
Cunard Line, 116 Cherry St.  
American Express Co., 804 3rd Ave.  
W. H. Olin, A. G. F. & P. D., Union Pacific Co.  
T. J. Moore, Consolidated Ticket Office.

**Salt Lake, Utah**  
E. A. Shewe, 10 South Main St.  
E. R. Jennings, G. A., Western Pacific, Clift Bldg.

**San Diego, Cal.**—J. Don. Dunann, care Pacific S. S. Co.  
S. L. Kreider, 239 Spreckels Bldg.

**San Pedro, Cal.**—H. M. Read, Agt. S. P. Co.

**Spokane, Wash.**  
W. R. Skey, D. F. & P. A., Union Passenger Station.

**St. Louis, Mo.**  
Cunard Line, 1135-1137 Olive St.  
Am. Express Co., 9th and Locust St.  
G. T. Collett, Gen. Agent, Southern Pacific Co.,  
312 N. Sixth St.  
J. L. Carney, Gen. Agent, Union Pacific Co., 611 Olive St.  
E. H. Dallas, D. P. A., Santa Fe, 296 Arcade Bldg.  
J. L. Hohl, G. A., Western Pacific, Pierce Bldg.

**Stockton, Cal.**—Crabtree's Travel Bureau.

**Tacoma, Wash.**  
Wm. Carruthers, D. F. & P. A., Union Pacific Co.,  
106 South 10th St.

**Washington, D. C.**  
The Cunard Line, 517 14th St., N. W.  
American Express Co., 1328 F St. N. W.

**AGENTS IN CANADA.**

**Halifax, N. S.**  
The Robt. Reford Co., Ltd., Granville & George Sts.

**Montreal, Que.**  
Am. Express Co., 231 St. James St.  
Thomas Cook & Son, 526 S. Catherine St., W.  
The Robt. Reford Co., Ltd., 20 Hospital St.

**Quebec, Que.**  
The Robt. Reford Co., Ltd., 103 St. Peters St.

**St. John, N. B.**  
The Robt. Reford Co., Ltd.

**Toronto, Ont.**  
Melville, Davis S. S. and Tourist Co., Ltd., cor.  
Adelaide and Toronto Sts.  
Thomas Cook & Son, 65 Yonge St.  
The Robt. Reford Co., Ltd., 50 King St., East.

**Victoria, B. C.**—F. O. Finn, 902 Government St.

**Vancouver, B. C.**  
Cunard Line, 622 Hasting St.

**Winnipeg**  
Cunard Line, 270 Main St.

### AGENTS IN THE HAWAIIAN ISLANDS.

Honolulu.....Toyo Kisen Kaisha, Alexander Young Building.  
Hilo.....C. Brewer & Co.

### AGENTS IN CUBA

Havana.....R. Dussaq & Co.  
Santiago.....Desiderio Parreno  
Cienfuegos.....Cardona & Co.

### AGENTS IN MEXICO, CENTRAL AND SOUTH AMERICA

City of Mexico.....Kato & Co.  
Salina Cruz, Mex....F. L. Pineda, Agt. Aduanal Term'l  
Balboa, Panama.....Panama Agencies Co.  
Manzanillo, Mex....Nat'l Rys. of Mexico, Jose S. Razura.  
Mollendo, Peru.....Mollendo Agency Co.  
Montevideo,  
Argentine.....American Express Co.  
Buenos Aires,  
Argentine.....American Express Co.  
Lima, Peru.....W. R. Grace & Co.  
Callao, Peru.....W. R. Grace & Co.  
Arica, Chile.....Arica Agencies.  
Iquique, Chile.....Nitrate Agencies.  
Valparaiso, Chile...W. R. Grace & Co.  
American Express Co.

### AGENTS IN EUROPE.

London, Eng.....Cunard S. S. Co.  
Am. Express Co., 6 Haymarket, S.W.1  
Thos. Cook & Sons, Ludgate Circus  
Liverpool, Eng....Cunard S. S. Co.  
Amsterdam, Holland, Hoyman & Schuman Booking Agcy.  
Port Said, Egypt—Worms & Co.

### AGENTS IN SOUTH AFRICA.

Johannesburg.....Parry, Leon & Hayhoe, Ltd.  
Walvisch Bay.....Parry, Leon & Hayhoe (C. T.), Ltd.  
Luderitz.....Parry, Leon & Hayhoe (C. T.), Ltd.  
Cape Town.....Parry, Leon & Hayhoe (C. T.), Ltd.  
Port Elizabeth.....Parry, Leon & Hayhoe, Ltd.  
East London.....Parry, Leon & Hayhoe, Ltd.  
Durban.....Parry, Leon & Hayhoe, Ltd.

### AGENTS IN AUSTRALIA.

Adelaide.....Burns, Philp & Co., Ltd.  
McIlwraith, MacEacharn & Co.,  
Proprietary, Ltd.  
Brisbane.....Burns, Philp & Co., Ltd.  
Melbourne.....Thomas Cook & Son.  
Burns, Philp & Co., Ltd.  
McIlwraith, MacEacharn & Co.,  
Proprietary, Ltd.  
Sydney.....Thomas Cook & Son.  
Burns, Philp & Co., Ltd.

### AGENTS IN THE ORIENT.

Amoy.....Douglas, Lapraik & Co.  
Bangkok.....Anglo Siam Corporation.  
Batavia.....The Borneo Co., Ltd.  
Francis Peek & Co.  
Bombay.....Thomas Cook & Son.  
Cox's Shipping Agency, Ltd.  
Grindlay & Co.  
Calcutta.....Thomas Cook & Son.  
Jardine, Skinner & Co.  
Grindlay & Co., Balmer Lawrie & Co.  
Canton.....T. E. Griffith.  
Chefoo.....Cornabe, Eckford & Co.  
Chemulpo.....Bennett & Co.  
Colombo.....Thomas Cook & Son.  
Delmege, Reid & Co.  
Dairen.....Dairen Kisen Kaisha  
Delhi.....Thomas Cook & Son.  
Foo Chow.....Bathgate & Co.  
Fusan.....Holme, Ringer & Co.  
Hankow.....Westphal, King & Ramsay, Ltd.  
Harbin.....International Sleeping Car Co.  
Hong Kong.....Toyo Kisen Kaisha.  
Karachi.....Forbes, Forbes, Campbell & Co.  
Keelung, Formosa..Tait & Co.  
Yamashita Kisen Kaisha.  
Kobe.....Toyo Kisen Kaisha.  
Macao.....De Souza & Co.  
Maccassar.....Francis Peek & Co.  
Madras.....Walker & Co.  
Manila.....Toyo Kisen Kaisha.  
Masampo.....Holme, Ringer & Co.  
Medan.....Francis Peek & Co.  
Mojito.....Mitsui Bussan Kaisha.  
Nagasaki.....Holme, Ringer & Co.  
Newchang.....A. Van Ness & Co.  
Pedang.....Francis Peek & Co.  
Peking.....Thos. Cook & Son.  
International Sleeping Car Co.  
Penang.....Sandilands, Buttery & Co.  
McAlister & Co., Ltd.  
Rangoon.....Thomas Cook & Son.  
Saigon.....Export and Import Co.  
Samarang.....Burns, Philp & Co.  
Francis Peek & Co.  
Seoul.....L. Rondon & Co.  
Shanghai.....Toyo Kisen Kaisha.  
Shimizu.....Amano Kaisoten.  
Singapore.....McAlister & Co., Ltd.  
Sourabaya.....Burns, Philp & Co., Ltd.  
Francis Peek & Co.  
Swatow.....Bradley & Co.  
Tsingtau.....Cornabe, Eckford & Co.  
Tientsin.....Liddell Bros. & Co.  
International Sleeping Car Co.  
Vladivostock.....Mitsui Bussan Kaisha, Ltd.  
International Sleeping Car Co.  
Yokohama.....Toyo Kisen Kaisha.

NOTE.—All offices of the principal railways in the United States; also all the offices of Cunard S. S., Messrs. Thomas Cook & Son, the American Express Co., and International Sleeping Car Co., in all parts of the world will quote rates and furnish tickets.



**You will like visiting  
Japan for a number of reasons.**

## **Japanese Government Railways**

Japan is the world's greatest vacationland—a portal to a continent of untold natural resources and great business possibilities—unequaled in her wonderful climate—unique in the evolution of modern history.



Here you will find the East cordially meeting the West and the Old Civilization melting into the New. A social enigma, a political sphinx, an anachronism in one thing or another, to the Western mind, Japan is really as progressive and peace-loving a nation as any that has ever flourished on the face of the earth.

Be your object to seek for health or happiness, profit or pleasure, rest or activity, do not miss visiting Japan: she will never disappoint you. Her scenic beauty will charm you, her special mode of life will interest you, and the character of her people will impress you. Let this year include your trip to Japan!

**Map shows the principal lines of the Imperial Government Railways.**

Imperial Government Railways own a network of 6,200 miles of Thoroughly Equipped Lines, Sleeping and Dining Cars, Frequent Express and Through Trains. English speaking staff on chief Trains and at principal Stations.

**For information and Literature, please apply to Traffic Department, Imperial Government Railways, Tokyo or Offices of the Japan Tourist Bureau, Thos. Cook & Son, etc.**



**Tales of the Sea  
Tales of See and  
Tales of the CCC**

**The Log**

OF THE CIRCUMNAVIGATORS CLUB  
Advertising Contract Blank and Rates  
upon application

Stories and Articles by Celebrated  
Circumnavigators Covers and Cartoons  
by Circumarteditornankivell  
Circumbyspecialdispensationglackens  
and Mile. Lagrima Bonafoux

The organ of the Circumnavigators  
Club printed bi-monthly for the  
pleasure of Circumnavigators, and  
those who ought to be.

**SUBSCRIPTIONS**

This side of the C \$1.00  
The other side of the C \$1.50  
Single Copy, 20c  
J. H. BIRCH, Jr., Editor

The Log of the  
Circumnavigators Club  
Burlington, New Jersey, U. S. A.

**Indo-China Steam  
Navigation Co.  
Limited**

Shanghai, Weihaiwei, Chefoo and  
Tientsin Line—Every Three Days

Shanghai, Swatow, Hong Kong  
and Canton Line—Every Five Days

The Steamers of this Company  
Offer Superior Passenger Ac-  
commodation and are fitted  
throughout with electric light.

Calcutta, Hong Kong, Shanghai  
and Japan Line—Every Ten Days

These Steamers maintain a  
Regular Service between Cal-  
cutta and Kobe, calling at  
Penang, Singapore and Hong  
Kong en route, in addition to  
Moji when Westward bound.

A Weekly Service is maintained between  
Hong Kong and Manila by the S. S.  
Yuensang and Loongsang, leaving each  
Port on Friday Afternoon.

**Jardine Matheson & Co.  
Limited**  
General Managers at Hong Kong

**American Trading Company**

HEAD OFFICE:  
25 BROAD STREET  
NEW YORK CITY

**IMPORTERS AND  
EXPORTERS**

**Contractors, Engineers, Shipping**

SAN FRANCISCO	LONDON
TACOMA	PARIS
NEW ORLEANS	BRUSSELS
TOKYO	ROTTERDAM
YOKOHAMA	MARTINIQUE
KOBE	HAVANA
SHANGHAI	CARACAS
PEKING	MEXICO CITY
HANKOW	VERA CRUZ
TIENTSIN	BUENOS AIRES
MILAN	ROSARIO
SYDNEY	MONTEVIDEO
MELBOURNE	RIO DE JANEIRO
PERTH	BAHIA
BRISBANE	PERNAMBUCO
ADELAIDE	SAO PAULO
MADRID	

Publishers of

**"THE EXPORT WORLD  
AND HERALD"**

In English and Spanish  
ASK US FOR A SAMPLE COPY AND  
ADVERTISING RATES

TELEPHONE KEARNY 1696

**T. J. Moynihan & Co.**

**BOILER  
WORKS**

**STATIONARY AND MARINE  
BOILERS AND OIL TANKS  
OF ALL KINDS**

Built according to draw-  
ings or specifications

MARINE REPAIRING OF EVERY  
DESCRIPTION and SHEET IRON  
WORK executed at the shortest  
notice on the most reasonable terms

W. L. GILL, Manager

**401 FOLSOM STREET**  
Southwest Corner Fremont  
San Francisco

**INTERNATIONAL BANKING  
CORPORATION**

OWNED BY NATIONAL CITY BANK OF NEW YORK

CAPITAL AND SURPLUS  
U. S. \$10,000,000

UNDIVIDED PROFITS  
U. S. \$4,000,000

**BRANCHES THROUGHOUT THE WORLD**

<b>CHINA</b> Canton Hankow Harbin Hongkong	<b>INDIA</b> Bombay Rangoon	<b>PEKIN</b> Shanghai Tientsin	<b>DOMINICAN REPUBLIC</b> Barahona La Vega Puerto Plata San Pedro de Macoris Sanchez Santiago Santo Domingo San Francisco de Macoris	<b>JAVA</b> Batavia Sourabaya	<b>JAPAN</b> Kobe Yokohama	<b>SPAIN</b> Barcelona Madrid	<b>PANAMA</b> Colon Panama	<b>PHILIPPINE ISLANDS</b> Cebu Manila	<b>STRAITS SETTLEMENTS</b> Singapore
--	-----------------------------------	--------------------------------------	---	-------------------------------------	----------------------------------	-------------------------------------	----------------------------------	---	---

**BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK**

<b>ARGENTINA</b> Buenos Aires Once (Buenos Aires) Rosario	<b>BELGIUM</b> Antwerp Brussels	<b>BRAZIL</b> Bahia Rio de Janeiro Pernambuco Santos	<b>CHILE</b> Santiago Valparaiso	<b>CUBA</b> Havana and 22 other cities in Cuba	<b>ITALY—Genoa</b>	<b>PERU—Lima</b>	<b>PORTO RICO</b> Ponce San Juan	<b>RUSSIA</b> Moscow Petrograd (temp. discontinued)	<b>URUGUAY</b> Montevideo Calle Rondeau (Montevideo)	<b>VENEZUELA</b> Caracas Ciudad Bolivar Maracaibo
--	---------------------------------------	--	--	--	--------------------	------------------	--	--	---	--

**HEAD OFFICE: 60 WALL STREET, NEW YORK**

**SAN FRANCISCO OFFICE**  
232 MONTGOMERY ST.

**LONDON OFFICE**  
36 BISHOPSGATE, E. C.

**LYONS OFFICE**  
27 PLACE TOLOZAN





DATE DUE

To renew  
call 292-3900


The Ohio State University  
Form 10620